

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 257.—Vol. X.]

LONDON: SATURDAY, JULY 25, 1840.

[PRICE 6D.]

BRECONSHIRE AND MONMOUTHSHIRE.
VALUABLE INTEREST IN COAL MINES, IRON FOUNDRY, LIME KILNS, WHARFS, &c.

TO BE SOLD, BY AUCTION (in separate lots), by
Mr. THOMAS PRICE, on Saturday, the 8th day of August, 1840, at the
Swan Inn, Brecon, at Twelve o'clock at noon (Lot 1), all the unexpired term and
interest in those VALUABLE VEINS and SEAMS of COAL, situate in the parish
of Bedwelly, in the county of Monmouth, called the

BRINORE COLLIERY,
together with the MAESMAWR WHARF, Iron Foundry, Lime Kilns, Warehouses,
Ac., situate at Talybont, in the county of Brecon. The colliery is in full work,
well established, and capable of supplying, to an unlimited extent, coal of two
kinds—one peculiarly adapted for household use, the other of a very superior
quality for steam engines, machinery, malleable iron, and other purposes requiring great
strength and durability. The Maesmawr Wharf, Foundry, &c., are situate within
eight miles of the town of Brecon, on the Brecknock and Abergavenny Canal, and
have a good communication, by tramroad, with the colliery. There is also a similar
communication from the colliery to the Sirhowy tramroad, by means of which the
coal may, with the greatest facility, be conveyed to the flourishing town of
Newport, and thence shipped with considerable profit and advantage.

Lot 2.—The unexpired term and interest in the Wharf, Lime Kilns, and Cottages,
situate at Brynich, in the county of Brecon, called the

BRYNICH WHARF.

Lot 3.—The unexpired term and interest in the Wharf, Cottages, and Warehouses,
situate in the town of Brecon, called the

BRINORE WHARF.
A considerable trade has been carried on for several years, at each of the above-
mentioned wharfs, with the coal raised from the Brinore Colliery, which is in great
repute, not only in Breconshire, but in the adjoining counties of Hereford and Rad-
nor, to which there is an easy and a convenient transit by means of the Hay
tramroad.

The great extent of the veins, and the facility of working the coal, combined with
its favourable situation and the well-established market it commands, render the
whole concern a most desirable, secure, and profitable investment.

Further information may be obtained on application to the auctioneer, or to Mr.
G. Overton, solicitor, Merthyr.

THE GODOLPHIN MINES, CORNWALL.
UNRESERVED SALE.
VALUABLE MINES, ENGINES, AND MACHINERY.

TO BE SOLD, BY PUBLIC AUCTION, on Monday, the
10th day of August next, at Four o'clock in the afternoon, at the Angel Inn,
in the borough of Helston, subject to such conditions as will be produced at the
time and place of sale, all those HIGHLY PRODUCTIVE TIN AND COPPER
MINES, called the GODOLPHIN MINES, situate in the several parishes of Breage
and Crowan, in the county of Cornwall, on which several engines have been erected,
together with the valuable machinery and materials thereon. These mines are in
full course of working, and are producing large quantities of tin and copper ore;
the prospects are highly flattering, and a personal inspection is invited, for which
every facility will be afforded.

For a view of the mines, apply to Capt. Thos. Richards and the agents thereon;
and for further particulars, application must be made to Capt. Wm. Richards, Bos-
worth, Marazion; Mr. Henry Trevellick, solicitor, Devonport; Messrs. Sim-
mons, Passinham, and Simmons, solicitors, Truro; or Messrs. Grylls and Hill,
solicitors, Helston.—Truro, July 25.

IRON WORKS AND COLLIERIES.—TO CAPITALISTS.
An opportunity is afforded whereby a gentleman possessing capital, may ac-
quire an interest in an undertaking of considerable promise, and on which from
£45,000 to £50,000 has been expended in the opening of several seams of coal, and
the erection of two furnaces and other buildings appertaining to ironworks. The
present sale of coal is from 450 to 500 tons a week, which will be considerably in-
creased upon the winning of one or more other seams, and a large quantity of coke
and ironstone is on the bank preparatory to "blowing in" the furnaces which is
contemplated at an early period.

The amount required for floating capital, and to perfect the works, as also to
acquire an ample stock of materials on bank, is estimated at £15,000 to £20,000,
which sum the present proprietors are desirous of obtaining, by admitting a partner
to an interest in the works, full details of the capabilities of which will be rendered,
and every facility afforded for acquiring information. The proprietors would not
object taking up £20,000, on mortgage of the property, for a certain term, with
option, if considered desirable on the part of the mortgagee, to take an interest in
the works within a given period, as may be agreed upon. Mr. HARRY ECKSTEIN,
37, New Broad street, City, possesses the necessary information, and may be con-
sulted in the first instance to whom communication, by letter, may be made, or an
interview appointed with that gentleman.

MINES IN THE CHANNEL ISLANDS.—A few SHARES
to be DISPOSED OF in the HERM MINES, the property of a gentleman
who is about to emigrate to New Zealand. Apply to Frederick Bankart, Esq., 34,
Clement's-lane, who can give every information relative to the same, as well as
the silver and copper mines in the island of Sark. Capitalists will find these mines
worthy of attention.

VERY VALUABLE COAL AND IRON MINES.
DENBIGHSHIRE, NORTH WALES.
In the month of August next, will be OFFERED FOR SALE, by the assignees of
Mr. Richard Greenhow, a bankrupt.

THE PANT AND RHOS LANERCHRUGOG COLLIERIES
AND IRON WORKS, consisting of EXTENSIVE and VALUABLE MINES
of COAL and IRONSTONE, situate in the parish of Rhaeadr, in the county of Den-
bigh, North Wales, together with the machinery, engines, blast furnaces, and
utensils necessary for carrying on the works in an efficient and profitable manner.

Due notice of the time and place of sale will be given, and full particulars of the
property will appear in future papers; and, in the meantime, information relative
thereto can be obtained on application to Abraham Banks, Esq., Liverpool; Samuel
Kenrick, Esq., Handsworth, Birmingham; Mr. William Kenrick, coal master,
Wynn Hall, Ruabon; Messrs. Trumbleton and Keary, solicitors, Stoke-upon-Trent,
Staffordshire; Messrs. Clarke and Medcalf, solicitors, 39, Lincoln's Inn fields,
London; Mr. E. H. Edwards, 35, Bedford row, London; Mr. Thomas Edgworth,
solicitor, Wrexham; or to Messrs. T. A. and J. Grundy, solicitors, Bury, Lancashire.

MINING MATERIALS FOR SALE.
TO BE SOLD, BY PRIVATE CONTRACT, at WHEAL
CA'MADY MINE, near Bridstow, Devon (nearly as good as new), a
WATER WHEEL, forty feet diameter, and two feet breast, with cast-iron seg-
ments and axle, and shifting cranks; about 80 fathoms of flat rods (square iron),
with pulleys and stands; also 14 fathoms of 9-inch iron pumps, 20 fathoms of
pump rods (iron), bob, guage-rods, capstan, shears, whips, ropes, ladders, timber,
iron, smiths' and miners' tools, and sundry other useful mining articles.

For further particulars, apply to Captain Joseph Ninnis, at the Mine; or Mr.
Paul Ninnis, No. 7, Duke-street, Adelphi, London.

MINING INVESTMENT.
TO BE SOLD, BY PRIVATE CONTRACT, pursuant to ar-
rangements made for dissolving the late company, and settling their affairs,
THE DARTMOOR UNITED TIN MINES,

with the machinery, implements, and materials, consisting of a water-wheel for
pumping, 24 feet diameter, and 4 feet breast; another wheel for stamping, 24 feet
diameter, and 4 feet breast, with all usual connections of rods, bobs, and neces-
sary appendages for draining the mine, and stamping the ore, to effect which there
is a powerful and never-failing supply of water belonging to the sets; ten fathoms
of 10-inch, ten fathoms of 9-inch, and ten fathoms of 7-inch pumps, working pieces,
clack doors, &c., capstan, shears, whips and pulleys, kibbles, ropes, smiths' and
carpenter's tools, timber, iron, and sundry new and old mining materials.

There are several lodes in these sets, on two of which, called the Gobetta, Dely
Hoig, and other lodes, considerable trial has been made, by sinking an engine-shaft
forty fathoms, and driving levels at an expense of nearly £2000, in the course
of which some good courses of rich tin ore has been discovered, the sale of which has
produced nearly £1000.

These mines are situate near the villages of Hexworthy and Hockaby, on Dart-
moor, about nine miles from Ashburton, and eleven from Tavistock, and the Dart-
moor and Plymouth Railroads is only about three miles from the works.

There appear to have been very extensive workings on the backs of these lodes
by the old tinners, towards which the levels are extending, and from the quality of
the tin, and the formation of the lodes that have been already worked upon, expe-
rienced miners agree in opinion that large quantities of tin ore will be discovered
under these old workings, which will amply repay a liberal outlay to sink the mine,
and extend the levels below the at present comparatively shallow levels, and which
course of working the present company have been prevented from adopting, solely
from disagreements among the adventurers, which have led to the dissolution of
the company.

Unless these mines and materials are sold in one lot, on or before the 31st day
of August next, there will be a PUBLIC AUCTION, to SELL all the before mentioned
materials, in such lots as may be decided on at the time of sale, which will be held
on the mines, on Friday, the 7th day of August next, precisely at Twelve o'clock
at noon.

To treat for the purchase, and to obtain further information, application may be
made to Messrs. Whitford and Bennett, solicitors, Plymouth; or Mr. Bridgman,
solicitor, Tavistock.

Dated 1st July, 1840.

SHANNON COMMISSION.
TO CANAL CONTRACTORS, BRIDGE BUILDERS, and
OTHERS.—The Commissioners for the Improvement of the River Shannon
hereby give Notice, that the PLANS and SPECIFICATIONS of the SEVERAL
WORKS proposed to be EXECUTED on that RIVER, at Killaloe, Meelick, Banagher,
Shannon-bridge, and Athlone, and for DREDGING the VARIOUS SHOALS
situated between Killaloe and Athlone, will be READY FOR INSPECTION at
their offices, in Dublin, on the 10th day of August next.

The proposed works will be as follows:—
KILLALOE.
TO CONSTRUCT A STONE WEIR OR DAM—about 1100 feet in length;
to take down Five Arches of the present Bridge, and erect Three Arches, of forty
feet span each, in their place; to deepen the Channel of the River, and remove the
Embankment alongside the Canal.

MEELICK.
TO CONSTRUCT A STONE WEIR—about 1330 feet in length,
with Retaining Walls and Platform; to build a Lock, 140 feet in length, and forty
feet in width, with a Canal and Embankment, of about three-quarters of a mile in
length; and to deepen the Bed of the River.

BANAGHER.
TO BUILD A STONE BRIDGE OF SEVEN ARCHES.
Six of sixty feet span, and One of forty feet span, with a Cast-iron Swivel Bridge;
to form an Opening of forty feet in width; and to deepen the Bed of the River.

ATHLONE.
TO UNDERPIN THE PIERS OF THE PRESENT BRIDGE;
to make a Cast-iron Swivel Bridge, of forty feet opening; to clear away the present
Navigation Arch; and to deepen the Bed of the River.

TO BUILD A STONE BRIDGE, CONSISTING OF THREE ARCHES,
of seventy five feet span each; to make a Cast-iron Swivel Bridge over the Canal;
to erect a Lock, nearly similar to the one intended for Meelick; to widen the present
Canal; also to construct a Stone Weir, about 700 feet in length, and to
deepen the Bed of the River.

THE DREDGING.
The dredging will consist of the removal of the several Shoals in the Bed of the
River, between Killaloe and Athlone, by means of vessels and machinery, which
will be provided for that purpose by the Commissioners.

Any further information may be obtained upon application to Thomas Rhodes,
Esq., the Commissioners' Principal Engineer, Custom-house, Dublin; or to the
district and resident engineers at their various stations on the River Shannon, who
will show the proposed sites of the several works.

Sealed Tenders, addressed to the Secretary, Shannon Commissioners, Custom-
house, Dublin, to be delivered on or before the 10th day of September next, after
which day no Tender will be received.

The Commissioners do not consider themselves bound to accept the lowest Tender.
(Signed) EDWARD HORNSBY, Secretary.
Shannon Commission Office, Dublin, July 22.

THE AGRICULTURAL AND GENERAL LIFE
ASSURANCE COMPANY.
29, NEW BRIDGE-STREET, BLACKFRIARS, LONDON.

Capital £250,000, in 10,000 shares of £25 each.—A deposit of £5 per share paid by
every subscriber.

The profits derived from the business transactions of the establishment ascer-
tained quinquennially, and added to the capital stock until the full amount be ac-
cumulated, which is then to be kept complete as a protection to the assured. The
guarantee capital, as also the assurance fund, vested in the honorary directors and
trustees recommended by the local committees. Interest, at the rate of 4 per
cent. per annum allowed on the sum actually paid by each subscriber, and at 4 1/2
per cent. on the quinquennial additions to the capital stock.

TRUSTEES.
General the Hon. Sir Alexander Duff, K.C.H.
Major-General Alexander, H.C.S.
James Duff, Esq., M.P.

The affairs of the company to be under the direction and control of the
BOARD OF MANAGEMENT.

Sir James Brown, of Colinton, Bart.
William Bell, of Prince's-street, Hanover-square, Esq.
Richard Brown, of Wigmore-street, Cavendish-square, Esq.
Alexander Gordon, of Fladater-street, Westminster, Esq.
Henry Kerr, of Orchard-street, Portman-square, Esq.
Harman Lewis, of Gordon House, M.A.
John Macdonald, of Norfolk-street, Esq.
Thomas Pemberton, of Cadogan-place, Esq.
George Robinson, of Stone-buildings, Lincoln's-inn, Esq.
Thomas Rolph, of St. James's-square, Esq.

With liberty to add to their number.

AUDITORS.
Robert B. Pollard, of Bell's House, Middlessex, Esq.
Charles Hutton Gregory, of Croydon, Esq.

MEDICAL OFFICERS.
William R. Bingham, of Chester-street, Grosvenor-place, M.D.
Edward W. Pollard, of Broad-street, Esq.

BANKERS.
Messrs. Coutts and Co., Strand.
London and County Joint-Stock Bank, 71, Lombard-street.
Royal Bank of Scotland.

The benefits flowing from life assurance cannot be better illustrated than by the
recorded opinion of the late Mr. Morgan, "that an assurance on any life effected
in any office is not only a private but a public benefit;" and the opinion of a man
of so much knowledge and experience, who devoted a long life to the management
of one of the oldest and most prosperous of these establishments, must alone be
sufficient to impress a conviction of their utility and importance on every reflecting
mind. The increase of companies for the assurance of lives so far, then, from be-
ing the result of ill-adviced or hazardous speculation, is to be attributed to an ex-
tended knowledge of the protection and security afforded by them, and of the solid
basis and unerring principles on which the experience of more than a century has
proved them to be founded. This knowledge is increasing, and will continue to
increase, with extending intelligence and means of information possessed by
those classes of the community to whom the system of life assurance is more pecu-
liarly applicable.

The Agricultural and General Life Assurance Company is framed upon such prin-
ciples as to secure the greatest benefits to its members, and so regulated in its de-
tails to be free from the usual imperfections and defects, and the managers feel
assured that the principles upon which it has been founded, and the regulations un-
der which it will be conducted, entitle the establishment to the confidence and
preference of the public.

Advantages exclusively presented by the Agricultural and General Life Assur-
ance Company.—
The board of management is composed of shareholders and policy holders, the
majority being assurers to the extent of £1000 each with the institution.

The holders of policies for the term of life for £2000 and upwards, qualified to
become members of the board.

The auditors are policy holders and the holders of policies for the term of life for
£1000 and upwards, qualified for that office.

The holders of policies for the term of life for £1000 and upwards, have votes in
the election of auditors.

The trustees to be nominated by the Metropolitan board, and by the local com-
mittees, the latter in each case to be composed of a majority of the holders of poli-
cies for the term of life for £1000 and upwards.

The funds of the company to be vested in the trustees, none of whom are to be
shareholders, but all of whom may be policy holders, who are to have a power of
intervention in the affairs of the institution for the protection of assurers.

No severance to be made of the assurance fund, nor any dividend paid upon the
capital stock, until a report, approved by the auditors, shall have been made of the
debts, credits, and precise state of the institution, showing the estimated profit, a
cautionary reserve to protect against casualties, and the sum applicable to meet
the outstanding engagements to the trustees, who are vested with a veto against
the payment of an excessive dividend.

No claim upon a policy to be resisted, except upon the authority of a special re-
port and recommendation of the committee of the district within which the policy
was effected, showing a fraud upon the company, or some well-grounded objection
to an unjust demand.

All claims payable within one month after proof of death.

Ten per cent. on the sum assured may be received immediately after satisfactory
proof of death shall be afforded, whenever the circumstances of the claimant shall
render such an accommodation essential.

No proof of birth required after a claim shall arise, as the age of the assured will
be at all times admitted in the policy.

Fraud only to vitiate a policy, and all disputes to be settled by arbitration, at the
option of the assured.

Policies assigned, or duly deposited as equitable securities with creditors, not
vitiated by seizure, death by drowning, or the hands of justice.

Unopposed probate and letters of administration of deceased estates entitle claimants
to receive the same assured in this office without being subjected to the ex-
pense or delay required to obtain the usual authority from the Prerogative Court.

Policies forfeited by non-payment of premiums renewable upon satisfactory cer-
tificates of health, and the payment of the premium in arrears, with interest thereon,
with a small fine to be fixed by the board.

Females and others to whom it may be inconvenient to appear before the board
will be attended by the medical officers of the establishment.

A committee of the managers and the medical officers attend daily for the dis-
patch of business at the office, where every practicable facility is given for the com-
pletion of proposals for assurance, and where every requisite information relative
to the establishment may be obtained.

A reserve of shares has been made for appropriation in the country, and applica-
tions for them, and for the office of Agent to the institution, in the different towns
of the Kingdom, are requested, addressed to—
C. F. KIRKMAN, Esq., Resident Manager, 29, New Bridge-street, Blackfriars.

GENERAL SALVAGE COMPANY.

Capital £50,000, in 5000 shares of £10 each, with £5 paid.

DIRECTORS.
Charles Austin, Esq. George William Lennor, Esq.
Charles Bischoff, Esq. Charles Pearson, Esq.
W. T. S. Daniel, Esq. Daniel Quarrier, Esq.
James P. Gordon, Esq. Listock Peach Wilson, Esq.

BANKERS.—Messrs. Prescott, Grote, Ames, and Co.
SOLICITORS.—Messrs. Martineau, Malton, and Trollope.

SECRETARY.—Mr. William Lee.
Temporary offices, 14, Bucklersbury.

The chief object of this company is the recovery of sunken vessels and cargoes,
for which purpose certain most important inventions have lately been made and
patented, and the exclusive ownership secured to the company; the principle of
these inventions is simple, the efficacy certain, and to secure success, the only
thing necessary is to provide for the due application; with this view, experiments
upon a most extensive scale have been instituted, under the superintendence of
the directors of this company, and the result of such experiments has proved the
great value of these inventions.

The facts established in the report of the committee of the House of Commons,
relative to shipwreck, No. 567, page 3, printed 15th August, 1836, sufficiently prove
the immense scope for the operations of a salvage company; it appearing therein,
that during a period of six years, to which that committee limited their investiga-
tions, no less than 2905 vessels were wrecked or missing, and the amount of losses
thereby was estimated at £14,515,000; and it will be recollected, that in the month
of January, 1839, nine vessels were stranded in the entrances to the Mersey alone,
the value of whose cargoes exceeded £1,000,000.

The directors have satisfactory proof, that much of the property referred to by
the committee of the House of Commons rests under circumstances favourable for
its recovery, being specie, metals, and other imperishable goods, to which the
means at the disposal of the company are certainly applicable, and the continual
addition to this accumulation, by the disasters daily reported from the coast, leaves
no room for doubt that the operations of the company will prove as extensively
beneficial as they are important.

Prospectuses, and further information, may be had at the temporary offices of the
company, 14, Bucklersbury, where working models of their apparatus may be seen.
Applications for shares must be made, addressed to the secretary, as above, prior
to the 1st of August next.

THE TRADESMEN'S UNITED GAS-LIGHT AND COKE
COMPANY OF ROCHESTER, CHATHAM, STROUD, and BROMPTON.
To be incorporated by Act of Parliament, and Brompton.

Capital £10,000, in 2000 shares of £5 each. Deposit £1 per share.
Temporary offices of the company, at Mr. Patten's, solicitor, Rochester.

DIRECTORS.
CHAIRMAN TO THE BOARD.—James Palmer, Esq.
John S. Cobb, Esq. Charles Watson, Esq.
Joseph Mellin, Esq. William Bartholomew, Esq.

BANKERS.—The London and County Joint-Stock Bank, 71, Lombard-street; and
branch banks, Rochester and Chatham.

SOLICITOR.—Thomas Patten, Esq.
SECRETARY.—Mr. John Henry Rayson.

Absolute security against personal liability will be afforded to the shareholders,
as the directors will not enter into any contract for the erection of the works, or
the supply of materials, nor will they incur any liability on account of the company,
unless there shall be sufficient funds in hand for the purpose.

Application for shares to be made to the secretary, at the temporary offices of the
company, Mr. Patten's, solicitor, Rochester, either personally, or by letter, post
free; or to the broker of the company, Mr. James Wettenhall, 13, Cuthall-court,
Throgmorton-street, London, personally.

THE WEST INDIA IMMIGRATION SOCIETY.
Capital £100,000, with power to increase the same, in 1000 shares of £100 each.
Deposit £25 per share.

PROVISIONAL COMMITTEE.
John Nelson Bond, Esq. John Kingston, Esq.
N. B. Channery, Esq. Charles Forcher Lang, Esq.
H. H. Cohen, Esq. Archibald Paul, jun., Esq.
Albert Cohen, Esq. Henry Pearce, Esq.
William Gladstone, Esq. John Rees, Esq.
E. F. Green, Esq. James Ruffel, Esq.
Christopher Good, Esq. Wadhwa L. Sutton, Esq.

With power to add to their number.

SOLICITORS.—Messrs. Sweet, Sutton, Ewens, and Ommamby, Basinghall-street.
BANKERS.—Messrs. Masterman, Peters, Mildred, and Co.

This society is formed at the desire of the principal planters and merchants in-
terested in the West Indies, as will be seen by the annexed recommendation, for
the purpose of promoting and encouraging immigration into these colonies, where
European and other artisans may be advantageously employed.

In the mountainous parts of the West Indies the climate is cool and salubrious,
the thermometer throughout the year ranging from sixty to seventy-five degrees,
and there, as well as in many parts of the lowlands, every description of work can
be performed by them. Already Freeman's Hall Sugar Estate, in the parish of
Trelawney, in Jamaica, has been entirely settled by German and English immi-
grants; and on various other estates immigrants are working cheerfully, and are
surrounded with every comfort in life, and Maltese and others have already pre-
ceded to Demerara, Grenada, and Tobago.

In order to carry out the objects of this society, it is intended to use the utmost
care in the selection of the emigrants, to ensure their being of good moral and re-
ligious character, and a preference will at all times be given to families, every mem-
ber of which, from the age of six years and upwards, can be usefully employed on a
graduated scale of wages.

To effect this a communication will be opened with the pastoral and other local
authorities throughout the United Kingdom, and with agents on the continent of
Europe, and other places; and register books will be kept, in which the names, resi-
dence, trades, or occupations of persons wishing to emigrate will be inserted,
with references to character, &c.

The books will be open for the inspection of parties desirous of obtaining
emigrants.

It is intended to provide the emigrants with free passage, medical attendance, and
rations to their several places of destination, and the proprietors of the plantations
where they are to be located will employ them on fair liberal wages; and the so-
ciety, previous to the embarkation of the emigrants, will require the parties by
whom they are to be employed to make proper arrangements for their reception on
arrival. The emigrants will have every opportunity of attending to their religious
duties, and they will also be enabled to correspond with their families and friends
by regular packets twice a month, and of making or receiving remittances through
the various banks established in the colonies.

In order to secure the mutual interest of employers and servants, the society in-
tended to recommend the latter to enter into contracts on their arrival in the col-
onies, for certain fixed periods, at the expiration of which, if they have been indu-
strious, sober, and prudent, they may be enabled to renew their engagements, or
to purchase lands.

The principal sources of profit, in the first instance, will be derived from agency,
as the society will procure the immigrants and superintend their embarkation for
parties requiring them, on being paid a stipulated sum for each emigrant selected;
and as many mercantile houses have received instructions from their correspond-
ents abroad to send out immigrants, it is anticipated that this branch of the so-
ciety's operations will prove lucrative to the shareholders.

This society offers the opportunity to planters, and others interested in the col-
onies, of procuring labourers with greater facility than they may otherwise possess,
and those who become shareholders will be supplied at a less charge of agency than
non-subscribers.

The island of Jamaica has, by an Act of the Legislature, voted the sum of £50,000
sterling per annum, for three years, in aid of immigration, and has appointed an
agent-general to proceed to London for the purpose of arranging agencies for the
collecting and embarking of immigrants, and this society will endeavour to make
an arrangement with him, on his arrival, by which the object of his mission may
be accomplished.

Another branch of profit is expected to be derived from grants of land in the col-
onies, as it is contemplated that by Majesty's Government, or those of the colonies,
will give the society grants in proportion to the number of emigrants sent out.
These lands may hereafter be disposed of or cultivated by the society or their im-
migrants, as may be thought advisable.

In the working out of this society it is anticipated that various other sources of
emolument may arise.

The affairs of the society are to be conducted by the committee until a board of
directors is appointed.

As the committee will not enter into any contracts beyond the actual amount of
funds at their disposal, no liability will occur to the shareholders.

Applications for shares and prospectuses to be addressed to the committee, at the
Solicitors, the Bankers, Messrs. Bond, Pearce, and Child, 6, Parmenter, Finsbury;
Messrs. H. H. Cohen and Co., 4, Old London-street; or E. F. Green, 147, London-
hall-street, in the annexed form.—
London, 1st July, 1840.

TO THE DIRECTORS OF THE WEST INDIA IMMIGRATION SOCIETY.
GENTLEMEN.—I request to become a subscriber for shares of £25 each in
this undertaking, and agree to take such shares as shall be allotted to me, and to
pay the deposit thereon of £25 per share, in conformity with the prospectus, dated
1st day of July, 1840.

I am, gentlemen, &c.
Name and surname
Residence or place of business
Date.....

PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT-STOCK COMPANIES.

FRIDAY, JULY 17.

London and Greenwich Railway Enlargement and Station (re-committed)—Bill reported; report ordered to lie on the table, and to be printed.

SATURDAY.

Naples—Petition from Glasgow, in favour of the treaty now pending between Her Majesty's Government and that of the King of Naples; ordered to lie on the table.

MONDAY.

Iron, &c.—Account presented, of foreign iron imported and exported, and of British iron, hardware, and cutlery, exported in the year 1899 (ordered 30th July); ordered to lie on the table.

COAL DUTIES (LONDON).

Mr. E. J. STANLEY moved for leave to bring in a bill to continue for a further term the duties now levied on coal imported into the port of London, or brought into the river Thames within the liberty of the city of London, and certain other duties and charges.

Mr. HAWES must certainly oppose this bill. It raised the price of one of the necessities of life to the poor, and injuriously affected their welfare. Sir T. FREMANTLE would join the honourable member in his opposition to a pernicious measure, that seemed to be renewed from time to time for no other purpose than to please the honourable baronet, an alderman of the city of London, and his constituents.

Mr. E. J. STANLEY said the bill was only to continue for four years longer these duties, which, under the present act, would expire in the year 1846, and they were to be applied towards improvements which were admitted to be very desirable.

The SPEAKER must inform the honourable gentleman, that the same objection existed to this motion as he had recently noticed with respect to a motion of the honourable member for the University of Oxford. It could be originated only in a committee of the whole House.

Mr. HAWES then gave notice, that upon the motion that the Speaker do leave the chair, he should take the sense of the House upon it.

TUESDAY.

Bank of Ireland—Bill read the second time, and committed.

WEDNESDAY.

Coal Duties (London)—Petition against the continuance thereof; ordered to lie on the table.

Coal Trade—Petition of Thomas Bradfield, for inquiry into his services in the detection of frauds therein; ordered to lie on the table.

London and Greenwich Railway Enlargement and Station—Report further considered; amendments agreed to; bill to be improved.

Iron, &c.—Accounts (presented 30th July) ordered to be printed.

THURSDAY.

Mr. Speaker reported the Royal Assent—To the Timber Ships Bill; Birmingham, Bristol, and Thames Junction Railway Bill; Taff Vale Railway Bill; Ardrossan and Johnstone Railway Bill; Glasgow, Paisley, and Greenock Railway Bill; Edinburgh and Glasgow Railway (No. 2) Bill; Dublin and Drogheda Railway (No. 2) Bill; and the Hartlepool Dock and Railway Bill.

Railways Bill—Petition of the Birmingham and Gloucester Railway Company, against; ordered to lie on the table.—Order for further consideration of report read; bill recommitted; considered in committee; bill to be reported on Monday next.

RAILWAYS BILL.

On the motion of Lord Seymour, the House resolved itself into committee on the Railways Bill, and proceeded to discuss clause 1, which requires that no railway which shall not have been opened before the passing of the Act, shall be opened for the conveyance of passengers or goods, until one calendar month's notice in writing to the honourable committee of Privy Council appointed for trade and foreign plantations.

Lord GRANVILLE SOMERSET proposed "two months."—Mr. HUME suggested that after doing all they could to perfect the bill, so that parties might have an opportunity of seeing what was intended, it ought not to be proceeded with this session.—Sir ROBERT PEEL thought the noble lord was authorised in proceeding with his bill.

A great deal of discussion took place as to the necessity of the notice. The blank having been filled up with the words "one month."—On the question that the clause, as amended, stand part of the bill, Sir JAMES GILCHRIST thought a month the shortest time that could be fixed by the committee.

Mr. EASTHOPE observed that the responsibility with regard to the opening of railways now rested upon the directors, under the guidance of their engineers. If they threw open the works before they were in a condition to be employed with safety to the public, and if the public were endangered by their neglect, he was confident that he should be told by the Attorney-General, that if such a case were brought into a court of justice, it would bring upon them damages proportioned to their offence. They felt, therefore, that this clause would operate only in this way—that if there was a positive notice given by the engineer engaged by the Board of Trade, that the railway was not in a safe condition, it would affect them only by aggravating the extent of damages to which they would be liable before a legal tribunal for any mischievous consequences of their neglect or improper conduct.

Mr. WARBURTON thought they would do well to leave the undivided responsibility to the railway companies.—Mr. LABOUCHERE supported the clause.—After a good deal of further discussion, the clause was carried by a majority of 84 to 18.

On clause 3, providing that railway companies shall keep such books and make such returns as the Board of Trade shall require, Captain BOLDRE was surprised that so tyrannical a clause should have been proposed.—The clause was ultimately struck out.

Clauses 3 and 4 were agreed to.

Clause 5, authorising the Board of Trade to appoint any proper persons to inspect any railway, was, after some discussion, agreed to.

The committee proceeded with the other clauses till 13, providing for the punishment of servants of railway companies, when Mr. EASTHOPE suggested that the clause was not sufficiently comprehensive, or sufficiently stringent, to cope with the evil. The clause was ultimately agreed to.

The whole of the clauses were then agreed to.

LAW INTELLIGENCE.

BANK OF ENGLAND AND THE LONDON JOINT-STOCK BANK.

HOUSE OF LORDS—JULY 20.

BOTH P. THE BANK OF ENGLAND.—This was an appeal from an order of the Master of the Rolls, restraining the plaintiffs in error, who are the directors of the London Joint-Stock Bank, and also the managing director, George Pollard, and every clerk, servant, or agent of the same partnership, from accepting, in the name of the partnership, or in any other name on their behalf, in the course of their banking transactions, any bills of exchange payable on demand, or at any period less than six months from the date of the acceptance. The suit in which this injunction was pronounced arose out of the following circumstances.—The London Joint-Stock Bank, which consists of more than six partners, having undertaken the agency of the Kingston Bank of Upper Canada, agreed to accept the drafts of the latter bank to the extent of £40,000; but as the acceptance by the London Joint-Stock Bank as a partnership would, in the circumstances, be a violation of the exclusive privileges of the Bank of England, it was arranged that the drafts of the transatlantic firm should be accepted by Pollard in his individual capacity, the payment of such acceptances to be guaranteed by the partnership. In this way it was thought that the law might be evaded, but upon the hearing of the case at the Rolls, Lord Langdale pronounced the order from which the present appeal was made. The case was argued at great length before the judges a few days ago, and now

Lord Chief Justice TINDAL delivered the unanimous opinion of his learned brethren, that the argument in question was only an indirect method of doing what could not be directly done according to law, and that the order of the Master of the Rolls was, therefore, correct. His lordship stated, at the same time, that the judgment of the Court of Common Pleas, in the case of "Bank of England v. Anderson," which laid down the same doctrine, had been taken into consideration upon the present occasion, and had received the unanimous approbation of all the judges of Westminster Hall.

The LORD CHANCELLOR and Lord BROUGHAM expressed their entire concurrence in the opinion of the judges, and stated that they had never entertained any doubt about the case.

DURHAM AND SUNDERLAND RAILWAY.

ROLLS' COURT—JULY 15.

THE COMPANY v. WARNE.—Mr. Bethell and Mr. Hane appeared for the defendant, and Mr. Pemberton for the company.

This was an application to set aside the injunction obtained *ex parte* against the defendant, restraining him from pulling down the railway and works extending over grounds of which he is a tenant, in common with several others. The following are the facts of the case:—The defendant is one of several persons, tenants in common, of certain lands on the banks of the Sunderland Canal, through which the works of the railway must pass; the plaintiffs entered into arrangements for the purchase of the interest of the other proprietors, but the defendant refused all terms, and when the deed was presented to him for his signature, refused to assent to it. The company entered on the lands, pulled down the houses thereon, and commenced erecting the works for the completion of the railway, which the defendant threatened to pull down, and had thrown interruptions in the way of the company'sproceedings, when the present bill was filed, and an *ex parte* injunction obtained thereon. Notice having been given of this application to discharge the injunction, the counsel for the defendant contended that the company had no right to come forcibly on his lands and pull down the houses without making him satisfaction, and that the court could not equitably sanction that body in taking the law into their own hands, when they had the power of proceeding by legal means to ascertain the value of the lands previously.

For the company it was urged that one of many individuals having identical rights, should not be permitted to exercise his litigious spirit to interrupt a great national work, where those similarly situated had assented to the use of the lands for that purpose; and that since the defendant could not prevent the company from taking the lands, the assessment of the value was as easy after the works were going on upon them as before.

On Wednesday Lord LANGDALE pronounced his decision. His lordship said he had read the papers and affidavits, and was of opinion that the injunction obtained by the company, restraining the defendant WARNE, &c., could not be supported. The injunction, therefore, must be dissolved, and with costs.

MOFFA COPPER WORKS.

VICE CHANCELLOR'S COURT—JULY 20.

WILLIAMS v. THE EARL OF JERSEY.—This was a demurrer to a bill filed to restrain an action which the Earl of Jersey had brought against the plaintiff as owner of the Moffa copper works, near Swansea, for a nuisance, arising from the nature of the works, which were said to be very prejudicial to herbage on the neighbouring lands of the earl. The plaintiff, by his bill, alleged that he was tenant of the Duke of Beaufort, who had obtained the piece of ground in question from the Earl of Jersey, in exchange for other lands, for the very purpose of carrying on the copper works in connection with other old works of the same sort.

Mr. Tennant appeared in support of the demurrer; Mr. K. Bruce and Mr. Jacob appeared in support of the bill.

His HONOUR said, when the circumstances were explained to him, he thought the bill really had for its object to quiet the plaintiff in his possession. It was clear, if the plaintiff's case was true, he was entitled to be relieved against the action.—The demurrer was overruled.

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

July 20.—The ground 'In Hitchens' shaft is favourable, is sinking with a satisfactory progress. In the 100 fathom level west there is no alteration. In the ninety fathom level west of James' winze, the lode is twenty inches wide, and worth about 12l. per fathom. In this level east of said winze, the lode is ten inches wide, and unproductive. We have commenced driving the level west of Dennis' winze, but no lode has yet been taken down. In the eighty fathom level west of the engine-shaft, the lode has not been discovered since driven through the cross-course, and are still continuing the end north in search of it. In the cross cut to the north, the lode at this level is still in unfavourable ground. In the slope, in the back of this level, the lode is twenty inches wide, and worth about 24l. per fathom. The slopes in the back of the seventy fathom level are still very productive, the lode being two feet wide, and worth from four to five tons, or about 35l. per fathom. In the sixty fathom level west no alteration. In this level east the lode is still encouraging, being from two to two and a half feet wide, and worth about 20l. per fathom. In the slopes in the back of this level the lode is two feet wide, and worth about 60l. per fathom. The tribute pitches upon the whole are favourable.

UNITED HILLS MINING COMPANY.

July 21.—In the adit east the lode is about two feet wide, producing but little ore. In the adit west the lode is eighteen inches wide, with stones of ore. In driving the ten fathom level the lode continues large, with no alteration. In the thirty fathom level the lode is two feet wide, with a branch of ore on the north part six inches wide. In the thirty-six fathom level, in driving east of Barton's shaft, the lode is two feet wide, coarse in quality. In the west end the lode is about two and a half feet wide—one foot ore of a fair quality. In driving the forty fathom level east of eastern shaft, the lode is three feet wide, producing a small quantity of ore. The lode in Webster's winze is five feet wide, with ore throughout. The slopes east and west of said winze are producing a fair quantity of ore. In Nettie's winze the lode is about five feet wide—two and a half feet good ore. In diagonal shaft no alteration. In the fifty fathom level, in driving east of Williams' shaft, the lode is three feet wide—one foot good ore. We have not yet taken down the lode in Williams' shaft.

POLBREEN MINING COMPANY.

July 18.—This day we have held the public setting for August, and have set seven pitches; we have four others whose takings are not out until next setting day—making together eleven pitches, varying from 10s. 6d. to 13s. 4d. out of 1l., employing forty-four men on tribute and twenty-two on tutwork. Last Tuesday (14th inst.) we sold 13 tons 10 cwt. 1 qr. 2 lbs. of black tin to Vigers and Co., the particulars of which had been forwarded by that post. In the early part of the present week we had a breakage of the small tube in the boiler of the engine, which caused some days hindrance to the underground men. We have to-day, however, forked the water again, and the men have gone to work in their respective places. The lode in the thirty-two fathom level continues small and poor. In the twenty-two fathom level, driving east of Rowe's shaft, Dorcas's lode is twenty inches wide, producing a little tin, but has the appearance of a promising level. The twenty fathom level, driving west of William's shaft; the lode there is promising, and yielding some good work. Dorcas's eastern shaft, sinking on Dorcas's lode, the ground is favourable, but the lode is small. At Murray's we have holed the winze rising from the adit to the shallow level on the Wh. Harriet lode; the party of tributers broke there this month about two tons rich ore.

WEST WHARF JEWEL MINING ASSOCIATION.

July 20.—In Buckingham's and the south adit shaft the ground is more favourable than last reported. The forty-two west, on Wharf Jewel lode, is fifteen inches wide, composed of prisms, spar, and good stones of grey and yellow ore—this is very much improved. In the forty-two east on ditto the lode is two feet wide, composed of prisms, spar, and a very promising lode, and ground favourable for driving. In the thirty west on ditto the lode is one foot wide, with good stones of grey ore in the lode; this is also improved since our last. The twelve west, on this lode, is worth 12l. per fathom. No material alteration in any other part of the mine.

S. LEAN.

TAMAR SILVER-LEAD MINING COMPANY.

July 20.—In the 135 fathom level, driving south, the lode is two feet wide, producing ores mixed with capel, mundle, and spar. At the 125 fathom level, going south, the lode is from two to three feet in width, producing some ores. At the 115 fathom level, going south, the lode is about three feet wide, producing saving work. At the 105 fathom level, driving south, the lode is one foot in width, producing ores in a promising strata. At the ninety-five end, driving in the same direction, the lode is three feet big, producing good work, and promising. In the eighty-five end, going south, the lode is one foot in width, carrying a small leader of silver-lead ores. At the seventy-five end, driving south, the lode is two feet wide, composed of soft spar, mundle, and silver-lead ores. We shall sample to-morrow about forty-eight tons of silver-lead ores.

TRETOL MINING COMPANY.

July 20.—The engine-shaft continues hard. The lode in the thirty west is from three to four feet big, producing tolerable work, not rich, but ore throughout. The lode in the east end is about fifteen inches wide, but not very productive at present. The rise in the back of this level is yielding good work. The lode in the twenty east is about one foot wide, kindly, but unproductive. We progress but slowly in this end for want of air—we are just now about to rise against Bray's shaft. The lode in the twenty west end is eight or nine inches wide, but unproductive. The lode in the ten end is rather disordered at present by a horse of kilias, showing parts, each about seven or eight inches wide, producing tolerable work. The lode in the adit east at present is from three to six inches wide, yielding some good ore. In John's lode, the lode in the ten fathom west end is about seven or eight inches wide, ore, but not rich. The east end is suspended. The lode in the adit west is disordered by a cross course—driving north in search of it. We have commenced a cross-cut south, at the adit level from this lode, in search of other lodes in easy ground.

J. BRAY.

ST. HILARY MINING COMPANY.

July 18.—The engine-shaft is ten feet under the eighty fathom level; the lode is eighteen inches wide, composed of kindly spar and stones of ore. The eighty fathom level east is extended thirty fathoms east of engine-shaft—the lode has had a favourable appearance for some time; yesterday they broke a good stone of ore from the back of the end—I think it is very likely to be a continuation of the ore ground we have in the seventy; the lode has been small, but it appears to be widening very fast. In the eighty fathom level west the lode is twelve inches wide—this end is within nine feet of the western shaft; it has been very kindly from the commencement; last week we cut a branch of ore, which still continues. The back of the level will be all worked from engine-shaft; the present tributers for it are at 6s. 8d., 8s., and 10s. in 1l., worked by twelve men; the ground in these levels is moderate, 3l. per fathom being a fair price. The seventy fathom level east is extended thirty-seven fathoms east of engine-shaft; it has been ore for fifteen fathoms, the last seven of which is a very good lode, at present twenty inches wide, producing two tons of good ore per fathom. The 5 tons 2 cwt. 2 qrs. of ore, sampled on Tuesday from this end produces 104.

which, if sold at 106 standard, would be worth 8l. 7s. 6d. per ton. There is a rise in back of this level, eight fathoms behind the end, which we hope soon to communicate to the winze in bottom of sixty fathom level, when we shall set a pitch in the ore ground; the lode in the rise at present is one foot six inches of which is good ore. The seventy fathom level west is at present suspended; the lode in this end is about eight inches wide, four inches good ore—ground moderate. I am glad to inform you the ground in the cross-cut is improved; I set it yesterday at 5l. per fathom—a good price. We have thirty tributers, who are working very well, and consider they are getting wages.

C. H. RICHARDS.

TARLEIGH CONSOLS MINING COMPANY.

July 18.—We have succeeded in clearing the choke at Shanger; have now a free circulation of air, and hope next week to be able to set some tributers ground in this part. At Christie we have completed cutting the pit, and shall next week get ready for sinking under the sixty fathom level. The 60 west is as formerly mentioned, nothing of consequence having been done in it for the last fortnight. East the lode is one foot wide, spar and ore—saving work. The fifty is but just clear of the cross-course; the lode is large and regular, but its value for ore we can say nothing about. The forty west is clear from the disordered ground; the lode fifteen inches wide, producing a little ore, which I hope will improve, and open tribute ground. The whole of the tributers are working regularly, and getting wages respectively.

W. SINCOCK.

REDMOOR CONSOLIDATED MINING COMPANY.

July 20.—The north engine-shaft is sunk eight fathoms four feet below the thirty fathom level—ground improving. In driving east, on the great west copper lode, at the thirty fathom level, since my report of the 16th inst., we find the lode has greatly improved in quality; it is now about one foot big, producing some rich work for copper ores; the ground continues favourable for driving; a considerable quantity of water is also issuing from the lode, which is, we consider, a favourable omen. The lode in the winze, sinking below the twenty-six fathom level, is at present split into branches, some of which are yielding good work for copper ores. The tribute pitch continues to yield a little ore. At the south mine, from the distance now driven, we expect, in extending this level a few fathoms further, to intersect the silver-lead lode, unless it should have taken a different direction by some unseen object.

TINCROFT MINING COMPANY.

July 15.—There has no material alteration taken place in either the appearances or prospects of this mine since my last report. I am happy to say that nothing has in any way retrograded, and in all our operations we are getting on well.

July 22.—I beg to inform you that we have this day sampled 197 tons of copper ore, which we calculate will fetch from 600l. to 700l. We shall sell a lot of tin next Tuesday—say from ten to twelve tons. With respect to the state of the mine, I am glad to say that since my last report the 142 east has very much improved for tin; the lode in the end is now from five to six feet wide, worth from 40l. to 50l. per fathom. The 142 west is producing tin and copper ore of mean quality, and promising. We are still raising good work for tin from the engine-shaft, sinking under the 142, much the same as for some weeks past. The 120, 100, and 90 ends, are much the same as for some time past. The 81 end, which has for some time past been passing through a hard and rather poor channel of ground, is again got into an excellent course of tin, worth from 60l. to 70l. per fathom, and still likely to be better. A pitch in the back of this level (81) is working at 8s. 6d. tribute; has very much improved for copper ore. The 72 end has also improved for copper ore during the past week, and is very promising indeed. We are sinking the New Engine-shaft, Palmer's, and North Tincroft shaft very satisfactorily. The lode in the latter shaft has a very encouraging appearance. Our tribute department remains stationary, with the exception of the pitch alluded to in back of 81.

FOREIGN MINES.

UNITED MEXICAN MINING ASSOCIATION.

Guantanamo, May 18.—I beg leave to refer to the enclosed duplicate of my last letter to the court, dated the 20th ult., and of the enclosures therewith transmitted, and at the same time to hand to you the following documents in original, &c.

Annual Accounts.—All the accounts of the mine of Rayas have been passed and signed by the owners, to the 31st December last.

Remittances.—The next Tampico conducta is appointed to leave hence on the 22d June, and by it I purpose to forward such amount as can prudently be spared from my ways and means. I am not at present prepared to say to what extent, as the amount must be regulated by the result of the Rayas accounts, to be made up to the 30th June next, and the portion thereof payable to the owners in the shape of profits; but I anticipate the amount of such remittance will range from \$25,000 to \$30,000, which will be sent in specie, as the exchange on London is again considerably in favour of drawers.

Mine of Rayas.—To the enclosed general report of operations by Mr. G. R. Gennie, I have little else to add, except that the rich ore from San Victoriano, in San Hermion, has entirely ceased, having worked that point for as our boundary line with the adjoining mine of Mellado will permit. The last extraction therefrom of such ore was rather more plentiful than before, but of less quality—the contents of silver having fallen from 210 to 100 marcos per month. We are, however, extracting a small quantity of tolerable ore from pillars in and about the workings of Santa Irene, but nothing equal to that given by San Victoriano. The other workings of Purisima, as well as those of San Cayetano and San Miguel, do not present any variation worthy of notice here, except that they all show a character of poverty and reduced produce of greater extent than for some months past, and without any appearance of early improvement. Some new points of more promise have been undertaken in some of the workings, in substitution of others not so encouraging, and time alone will show their results. Since the date of my last notice on the subject—say from the 18th ult. to the 9th inst.—the picked ores have averaged a better quantity than the immediately preceding period, having yielded a weekly extraction of 586 cargas; but the sales of ore on joint account with buscones have fallen short of the previous period by \$1000 per week; of these we have had four sales—say from the 18th ult. to the 9th inst.—which have yielded the gross amount of \$10,296 2, or \$2974 weekly. This deficiency has been made up by the increased quantity of picked ore, leaving the result of operations during the said period at the same figure as on the 11th ult., say about \$1800 weekly of clear profit, over and above all expenses at the mine, and for the reduction of the ores.

Haciendas.—Barrera continues to supply sixty arrastres for the ores of Rayas, the remaining eight being employed in grinding up a very considerable quantity of "relaves," or residue of torta workings, whose returns are likely to exceed expenses, and leave a profit equal to the other sixty arrastres.

Zacatecas.—The repairs to the hacienda of Cinco Senores are reported by Mr. H. Hay to have been completed, and in a manner calculated to preserve the property for some time to come.

Oaxaca.—I have nothing of interest to communicate in reference to this district, except that the repairs to its hacienda of San Pedro Nolasco has also been finished in the character of those at Zacatecas.

Mr. Pakenham.—It is highly gratifying to hear that a subscription for a piece of plate, proposed to be presented to Mr. Pakenham by the mining companies and merchants connected with Mexico, is in the course of progress in England; and I am equally happy in learning that the court has subscribed thereto, being convinced that no man, in his political or individual capacity, could have more ably and cordially given his attention and protection to the interests and claims of the association than Mr. Pakenham has, in the several important and complicated questions which at different periods and under peculiar circumstances have been submitted for his interference and interposition. Concurring most cordially in the object of this public demonstration, I beg to request the court to place my name on the subscription list.

Statement showing the outlay and returns in respect of the mine of Rayas, from the 1st of January to the 9th of May, 1840, and the value of ores on hand:—

Amount of outlay from 1st January to 9th May	\$188,740 7 3
Returns during the same period	218,234 1 4
Excess of returns	\$29,493 1 1
Value of ores at the hacienda of Barrera	\$55,563 0 0
At the mine	7,681 0 0—63,244 0 0
Surplus	\$92,737 1 1

J. N. SHOOLBRED.

Report on the State of the Workings of the Mine of Rayas.

May 14.—In one of the weeks that has elapsed since the last report, the 12th April, there were only four work days.

La Purisima.—The end of Santa Margarita advances without any variation being observed. In the roof of Santa Victoria, the ores (which are of the common class) are now found inclining towards the south-east, in which direction they are being followed up, as well as in the roof. The extraction from the working of this mine, near the divisional line, has been considerable, as a communication was made with an old working. The question of the value of the ore extracted from Rayas, by Mellado, is still pending. All working in the pit of San Hermion is now suspended; the ores that were in the upper part of the pit have been thrown down, and those on the north-west side were followed up to the very divisional line. A small quantity of good ore has been extracted from the already small pillars about Santa Irene and San Porfirio. Fifteen pairs of barmen are employed in La Purisima by day, and eleven pair by night. The weekly produce of ore in the rough

PUBLIC COMPANIES.

MEETINGS.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of the proprietors of this association will be held at the office of the company, No. 26, Austin-frs, on Friday, the 1st instant, at One o'clock precisely.

By order of the court of directors,
WILLIAM LECKIE, Secretary.

COPIAPO MINING COMPANY.—Notice is hereby given, that the ANNUAL MEETING of proprietors will be held at the company's office, on Thursday, the 30th inst., at One o'clock precisely. It will then be proposed, "That, in future, the election of directors and auditors take place at the General Annual Meeting of proprietors, instead of the period at which elections have hitherto taken place."

By order of the directors,
FRED. GRELLET, Sec.

DUKE OF CORNWALL'S HARBOUR AND LAUNCESTON AND VICTORIA RAILWAY COMPANY.—Notice is hereby given, that, pursuant to Act of Parliament, the next HALF-YEARLY GENERAL ASSEMBLY of the proprietors of this company will be held at the London Tavern, Bishopsgate-street, on Thursday, the 6th day of August next, at One o'clock precisely.

By order of the board,
GEO. DYSON, Secretary.

DANESCOMB MINING COMPANY.—The directors of the above company hereby give notice, that the SECOND ANNUAL MEETING of the shareholders will be held at the office of the company, on Thursday, the 30th day of July instant, at Three o'clock precisely.

By order of the directors,
HENRY REIMER, Secretary.

DE DUNSTANVILLE MINING COMPANY.—The directors of the above company give notice, that a HALF-YEARLY GENERAL MEETING of the shareholders will be held at the office of the company, on Thursday, the 30th day of July instant, at Two o'clock precisely.

By order of the board of directors,
RICHARD CREED, Secretary.

LONDON AND BIRMINGHAM RAILWAY.—Notice is hereby given, that the AUGUST HALF-YEARLY GENERAL MEETING of the court of proprietors of the London and Birmingham Railway Company will be held in London, at the Euston Hotel, Euston Station, on Friday, the 7th of August next, at Eleven o'clock in the forenoon. The chair to be taken at Twelve o'clock.

By order of the board of directors,
JOSEPH F. LEDRAM, Deputy Chairman of the Board.

ST. HILARY COPPER MINING COMPANY.—Notice is hereby given, that, pursuant to a resolution passed this day at the Annual General Meeting, a SPECIAL GENERAL MEETING of the shareholders will be held at the office of the company, on Monday next, the 27th inst., at One o'clock precisely, to consider the best means of raising an additional capital for prosecuting the mine, or to adopt such other measures as may be considered most beneficial for the interest of the shareholders.

By order of the court of directors,
JOHN MATHER, Sec.

TREGOLLAN MINING COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of shareholders of the Tregollan Mining Company will be held at the office of the company, 6, St. Mildred's-court, Poultry, London, on Saturday, the 8th August next, at One o'clock in the afternoon precisely, to consider the proceedings to be adopted with reference to shares in default, and generally on the affairs of the company.

By order of the board of directors,
S. BUXTON, Sec.

UNITED MEXICAN MINING ASSOCIATION.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of proprietors of this association will be held at the London Tavern, Bishopsgate-street, on Wednesday, the 29th day of July instant, at One o'clock precisely, when the election of directors and an auditor will take place. Directors going out—John Biddulph, Esq., Ambrose Humphrys, Esq., who, being eligible thereto, are candidates for re-election. Auditor going out—Charles Morris, Esq., who, being eligible thereto, is a candidate for re-election.

By order of a court of directors,
JOHN MATHER, Sec.

WEST CORK MINING COMPANY.—The GENERAL HALF-YEARLY MEETING of the West Cork Mining Company will be held at the office of the company, New Broad-street-court, New Broad-street, in the city of London, on Wednesday, the 29th day of July instant, at One o'clock in the afternoon precisely, on the general business of the company.

By order of the board,
T. M. SHADWELL, Secretary.

WHEELS HENCKOCK AND CHRISTOW MINING COMPANY.—The second instalment of Five shillings per share on the CALL of TWENTY SHILLINGS, made the 15th day of March last, will fall due on the 21st day of July, and all shares on which the said call is not paid, on or before the 21st of August next, will be absolutely FORFEITED.

By order of the directors,
HENRY MOLYNEUX, Secretary.

BRITISH COLONIAL BANK AND LOAN COMPANY.—The directors have the satisfaction to inform the shareholders that Mr. DAVID WILLIAM JAMIESON, late secretary to the Scottish Union Insurance Office, Edinburgh, has been appointed GENERAL MANAGER in AUSTRALASIA, to carry out the object of the company, and sailed from Greenock in the ship *Perseus*, for Sydney, on the 10th of last month. For such of the portion of shares as are reserved for this country, and still unappropriated, applications may be made at the office of the company, 13, St. Swithin's-lane, London, and to the principal joint stock banks throughout the kingdom.

By order of the directors,
WM. WRIGHT, Sec.

LONDON AND BIRMINGHAM RAILWAY.—Notice is hereby given, that the BOOKS in which TRANSFERS of SHARES of this company are registered, will be CLOSED from Friday, the 24th July, to Saturday, the 8th of August next, inclusive.

By order of the directors,
RICHARD CREED, Secretary.

EASTERN COUNTIES RAILWAY OPEN FROM SHORE-DITCH TO BRENTWOOD.—The public are informed, that the TRAINS start from London and from Brentwood, calling at the intermediate stations of Stratford, Hford, and Romford, at every hour from Eight in the morning till Eight o'clock in the evening, except at the hours of Twelve and One o'clock from London, and One and Two o'clock from Brentwood.

The Ten o'clock, Three o'clock, and Seven o'clock trains from London, and the Ten o'clock, Twelve o'clock, Four o'clock, and Six o'clock trains from Brentwood, will not call at any of the intermediate stations.

The Five o'clock train from London will leave first and second class passengers only at the intermediate stations without stopping.

On Sundays the Eleven o'clock and Twelve o'clock trains do not run, but all the trains running on Sundays take passengers to and from the intermediate stations. Coaches are dispatched daily by the trains to Hornchurch, Uppminster, Ockendon, Billericay, Rayleigh, Southend, Chelmsford, Maldon, Braintree, Halstead, Ingatestone, Witham, Colchester, Harwich, Bury, Sudbury, Ipswich, Norwich, and Yarmouth.

omnibuses run to and from each train to the Bank, through the Strand and Piccadilly, Holborn and Oxford street, and the New-road to the west end.

Offices, High-street, Shoreditch, July 17.

WHEEL SISTERS MINING COMPANY.—At a meeting of the shareholders, held at the office of the company, 37, New Broad-street, THOMAS HACKETT, Esq., in the chair, the following resolutions were carried unanimously:—

HOLMES'S PATENT (Sealed Nov., 1839), for IMPROVEMENTS IN THE CONSTRUCTION OF IRON SHIPS, BOATS, AND OTHER VESSELS; also, in means for preventing the same from foundering; also in the application of the same improvements or parts thereof to other vessels.

From the *Illustrated Advocate*, July 4:
"All persons who examine this patent, must admit Mr. Holmes to have fully established the principle insisted on in his report to the East India Committee, in 1838, on the indispensable necessity of the adoption, not only of much larger ships than had been contemplated, but that it was equally indispensable, in point of profit, that they should be built of iron, and by the adoption of his improvements a great reduction in the first cost of wear and tear would be effected. Many parts of these improvements are, however, equally applicable to wood ships, as regards safety to the passengers; and wherever they are adopted, we cannot conceive any case or circumstance in which a ship can be placed in danger. In the fullest sense of the word, they become life-boats, without waste of room, or extra cost."

Applications for licenses to be made to Mr. Holmes, 21, Cornhill, London; or to Mr. Holmes, Civil Engineer and Naval Architect, 8, Cannon-row, Westminster.

THE PATENT SAFETY FUSE. FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

THE EAST INDIAN STEAM NAVIGATION COMPANY, To be incorporated by Royal Charter. Capital £800,000.

CHAIRMAN—T. A. CURTIS, Esq.
DEPUTY CHAIRMAN—J. P. LARKINS, Esq.
DIRECTORS:—James Mackillop, Esq., Jacob Montefiore, Esq., Captain Alexander Nairne, John Pirie, Esq., Alderman Henry C. Roberts, Esq., Alexander Rogers, Esq., R. Thurnburn, Esq., William Little, Esq.

With power to add to their number.
AUDITORS—Sir John Rae Reid, Bart., M.P.; Sir J. H. Pelly, Bart.
SOLICITORS—Messrs. Freshfield and Sons.
BARRISTERS—Messrs. Roberts, Curtis, and Co.
SECRETARY—R. Macdonald Stephenson, Esq.

SUPERINTENDENT OF STEAM VESSELS—Captain James Barber.
TEMPORARY OFFICE—8, Tokenhouse-yard, Bank.

The practicability of maintaining a steam communication with India by way of the Red Sea has been fully proved by the experiments tried by the East India Company, though, from the inefficiency of the vessels employed by them, and the unavoidable irregularity of the Indian Daks, its advantages and facilities have not been completely developed, while other reasons, arising from the urgency of the public service, will prevent the East India Company from ever maintaining the communication with the required certainty.

The communication, moreover, has been of small value to passengers, because confined to the line between Suez and Bombay—from whence to the eastern side of India there is great difficulty in the transmission even of letters—while the conveyance of passengers and parcels is most expensive, and at times wholly impracticable. Neither can passengers arriving at Suez from England depend on finding the means of conveyance thence to India.

The British Government has recognised the necessity of entrusting the Post-office service to private associations in all cases of distant steam navigation. The considerations which have led to this conclusion on the part of the Government apply with tenfold force in the case of the East India Company.

It is therefore proposed to establish a company to carry into effect a plan which, by means of steam-ships of large tonnage and powerful engines, shall connect the intercourse between Calcutta, Madras, Ceylon, and England, in one unbroken chain, reducing the communication as nearly to a certainty as any human calculations and efforts can accomplish. It would be most desirable that the Presidency of Bombay should also be included in the general arrangement, and there can be no doubt that eventually this will be done, but for the present the East India Company purpose to retain this in their own hands.

With the foregoing views, communications have been opened with the Steam Committees in India, and by the last mail the directors have received remittances of money, with the assurance of additional subscriptions, provided the line between Suez and Calcutta, &c. (now wholly unoccupied), be established in the first instance.

To meet the wishes of the Indian public, and looking to an immediate profitable return in the general call for such a preliminary step, it is proposed to purchase and dispatch to Calcutta, with the least possible delay, the largest steam-vessel procurable, to be employed between that port and Suez, making four voyages from each place in the year.

To carry the entire service into effect for a regularly monthly communication, it is intended to build seven steam-ships of such tonnage and power as to be applicable to the route by the Cape of Good Hope, in case of any interruption to that through Egypt.

The vessels will be also so constructed as to admit of their carrying an effectual armament in case of any warlike contingency.

The number of passengers annually passing between Europe and our Indian possessions was 3169 in the year 1833-4, of which 603 only were from Bombay leaving 2566 for sailing ships between Calcutta, Madras, and Ceylon, and Europe; and it may be fairly assumed that at least one-third of that number will immediately after the shorter, cheaper, and more expeditious route which will be afforded by the establishment of the proposed first steam-boat, that many persons will avail themselves of the company's ships as a conveyance from port to port in India, and that there will be eventually a great increase of travellers consequent on increased facilities.

From detailed calculations which have been made on those data which experience has already furnished, the estimated outlay, charges, and revenues are exhibited in the following abstract:—

OUTLAY.
Building and fitting seven steam-ships, cost of stations abroad, and incidental expenses £600,000
ANNUAL CHARGE.
Wages, coals, victualling, insurance, &c., sinking fund for wear and tear, and renewal of ships, and charges of all kinds 230,000

INCOME.
Passengers, less victualling and land transport £281,000
Freight, consisting of light parcels, periodicals, bullion, &c. 24,000—305,000

Yielding a clear annual surplus of £66,000
on upwards of 11 per cent. upon £600,000.

No contribution for Post office service has been included in these calculations but there can be no doubt that the company, when once in operation, must be employed by Government to carry the mails.

To carry into effect the plans of the company, the following outline is proposed:—That steam-ships shall start on a fixed day in each month from England and Calcutta; the time calculated on for the performance of the route being, from England to Alexandria 14 days.

" Ceylon 36 to 37 "

" Madras 38 to 40 "

" Calcutta 42 to 45 "

The route across the Isthmus of Suez to be at the charge and under the superintendence of the company.

The sum of £600,000 will amply suffice for establishing a monthly communication between Calcutta, Madras, Ceylon, and England, but the capital is fixed at £800,000, to enable the company to include Bombay at a future period, and also to provide steam-ships for such branch lines as may hereafter be thought desirable, so as to extend the communication to all parts of India, and places to the eastward.

Application will be made to the Crown for an Act of Incorporation, to limit the responsibility of the members of the company.

The capital stock of the company to be £800,000, in 16,000 shares of £50 each; £10 per share deposit to be paid on the allotment of the shares; £10 in three months from that time; £5 in three months from second payment; and the remainder by instalments of £5 each, when called for by the directors, upon three months' notice; 3000 shares have been reserved for the subscribers in India, of which a considerable number have already been subscribed for in Calcutta and in Madras, and a deposit paid upon them. The directors are to prescribe the mode of paying the Indian subscriptions, so as to equalise them with the payments on the shares in London.

In case of failure to pay any instalment when due, the shares, and all previous payments made in respect thereof, to be forfeited.

POLYTECHNIC INSTITUTION, 309, Regent-street, London.—The arrangements of the laboratory being now perfected, analyses, and assays of earths and metals, will be made, under the immediate superintendence of Mr. Maugham. The value attached at the present moment to the several descriptions and properties of earths, renders their correct analyses matter of infinite importance to the agriculturalist—mineral properties, hitherto unexplored, too frequently escape observation, and their value being realised alone from the want of knowledge, and the various minerals being subjected to analyses. The proprietors of landed and mineral property, as well as the practical miner, and the capitalist, are now enabled, at an easy cost, to acquire accurate and detailed information with reference thereto, application being made, either personally, or by letter, to Mr. Maugham, at the institution, 309, Regent-street.

The institution is open daily, where are exhibited the several models and working machinery, which have of late proved so attractive, embracing, among others, Hall's Hydraulic Belt, the Daguerrotype, the Diving Bell, Col. Pasley's Voltaic Experiments, Mr. Green's Propulsion of the Balloon, with daily lectures on the Steam-Engine, Heat, Electricity, &c.

Catalogues, containing accurate descriptions of the several models and articles exhibited, may be had at the rooms.

MONEY ON MORTGAGE.—WANTED TO BORROW FIVE THOUSAND POUNDS AT FIVE PER CENT. INTEREST, in sums of not less than £100, on Mortgage of the TOLLS and DUES of the DUFFRY, LLYNVI, and PORTH CAWL RAILWAY and HARBOUR COMPANY, pursuant to the powers of the Act of Parliament (3d Victoria) to that effect. The interest will be punctually paid, half-yearly, either to the mortgagees, bankers, or by remittance. The Tolls and Dues now exceed £4,500 per annum, and are rapidly increasing; the present charge on them is £1000 per annum.

Application may be made to William Lewis, Esq., the company's solicitor, at Bridgend, in the county of Glamorgan; or to Lewis R. Fitzmaurice, R.N., Porth Cawl, Pyle, in the same county. By order of the committee, Porth Cawl, July 15.

UNITED MEXICAN MINING ASSOCIATION.—Notice is hereby given, that a FOURTH AND FINAL PAYMENT OF TWENTY-FIVE PER CENT., in respect of the AUXILIARY CAPITAL of £46,500, raised under the resolutions of the General Meetings of proprietors, held on the 23d February, and the 19th May, 1873, will be made at the office of the association, on and after Wednesday, the 8th of July instant.

By order of a court of directors,
No. 34, Old Broad-street, London, July 2. JOHN MATHER, Sec.

The scrip issued by the association, for the above loan, must be left at the office two clear days before payment is made.

BLAENAVON IRON AND COAL COMPANY.—As the SITUATION of RESIDENT MANAGER at these Works will shortly become VACANT, the directors will be happy to receive APPLICATIONS from any gentleman of practical experience desirous of such an appointment. Communications, which will be strictly confidential, to be addressed to W. H. West, Esq., at the company's office, 4, Pancras-lane, London, from whom any further information will be obtained.

BLAENAVON IRON AND COAL COMPANY.—The board of directors of the Blaenavon Iron and Coal Company are ready to RECEIVE APPLICATIONS from parties wishing to take the DEBENTURES of the company, as authorised to be issued by a resolution passed at a General Meeting of the proprietors held on the 24th of April, and confirmed at a subsequent Special General Meeting, held on the 22d ult. The debentures will be issued for periods of three, five, or seven years, at the option of the lender, interest, at the rate of 5 per cent. per annum, will be payable half-yearly, at the office of the company. Any further information may be obtained, on application to the secretary, W. H. West, Esq., or the solicitor of the company, Isaac Sewell, Esq., 25, Throgmorton-street.

4, Pancras-lane, July 10.

ANDREW SMITH'S PATENT WIRE-ROPE, for RIGGING, MINES, PITS, RAILROADS, &c.—Specimens of the above may be seen at the offices of William Fox and Co., 76, Old Broad-street, where every information may be obtained.

76, Old Broad-street, July 18.

SLATE WORKS.—To a Company, or Individual, desirous of OPENING a SLATE QUARRY, the opportunity of a favourable speculation is now offered on a freehold estate, in the quiet and delightful neighbourhood of Ulverston and the Lakes, in the county of Lancaster. "A. B." Newbybridge, Lancashire, will direct a person to show the premises, and will receive proposals.

PUBLIC COMPANIES.

MEETINGS.
St. Hilary Mining Company 15, Great St. Helens July 27 1.
National Patent Salt Company 29, King's Arms yard 28 1.
London and Brighton Railway 16, London Tavern 29 1.
West Cork Mining Company New Broad-street-court 29 1.
United Mexican Mining Association London Tavern 29 1.
Phenix Gas Company Brize-House Hotel 29 12.
Patent Dry Gas-Meter Company 10, Broad-street-buildings 30 1.
United Hills Mining Company 5, Adam's-court 30 2.
De Dunstanville Mining Company 26, Birchin-lane 30 7.
Danescomb Mining Company 26, Birchin-lane 30 3.
Capiapo Mining Company 26, Austin-frs 30 1.
Candonga Mining Company 9, Nicholson-lane 30 1.
Consolidated Copper Mines of Cobre 26, Austin-frs 31 12.
Droitwich Patent Salt Company George and Vulture 31 12.
Hungerford Suspension Bridge 9, Villiers street, Strand, Aug. 1 1.
Duke of Cornwall's Harbour London Tavern 6 1.
London and Birmingham Railway Euston Hotel 7 11.
Tregollan Mining Company 6, St. Mildred's-court 8 1.
Preston and Wyre Railway 11, King William-street 10 2.
Hibernian Mining Company 6, Austin-frs 12 12.

CALLS.
Royal Mail Steam Packet Co. 31, July 25 Roberts, Curtis, and Co.
Great Western Railway (new sh.) 101 Princes-street.
Redmor Concessions Mining Co. 16 75, Lombard street.
De Dunstanville Mining Company 10 31.
Durham County Coal Company 21, Aug. 1 Williams, Deacon, and Co.
Gt. Wheel Charlotte Mining Ass'n 108 1, 10, Laurence Pountney-hill.
North Midland R'way (4 shares) 104 4, 6, Warrford-court.
Manchester & Birmingham R'way 51 8, As former calls.
Porth Cawl Iron and Coal Co. 101 13, St. Mildred's-court.
Mexican Company 108 15, Masterman and Co.
City of London Gas Company 151 Sept. 3 Dorset-street.
General Reversionary Society 21 Oct. 14 Hankey, Fenchurch-street.
Cambrian Iron and Spelter Co. 21 21, Lombard-street.
British Colonial Bank and Loan 21 26, 2, Moorgate-street, London.

DIVIDENDS.
European Gas Company 30, Finsbury-circus Aug. 1.
Mining Company of Ireland 10 per cent. Office, Dublin Sept. 1.
Wicklow Copper Mine 5 per cent. 22, Tokenhouse-yard 7.
London and Westminster Bank 31 Bank, Lothbury 10.

WEEKLY RAILWAY TRAFFIC RETURNS.

LONDON AND BIRMINGHAM RAILWAY.
[Length of Line, 112 1/2 miles.]
The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending the 18th day of July £15,452 2 1
For merchandise for the same time 1,793 1 1
Cattle 185 13 9
Total £17,430 18 2

GREAT WESTERN RAILWAY.
[Length of Line opened, 63 miles.]
Traffic Returns for the week ending 19th day of July £3160 0 10
Parcels and merchandise 813 17 8
Total returns for the week £6001 18 6

LONDON AND SOUTH-WESTERN RAILWAY.
[Length of Line, 76 1/2 miles.]
Total receipts for passengers, parcels, &c., on this line for the week ending July 19th, £728 14s. 10d.

EASTERN COUNTIES RAILWAY.
[Length of Line opened to Brentwood, 17 1/2 miles.]
Passengers to July 12th 325,606
Ditto, for the week ending July 19th 18,546
Total passengers 336,152

LONDON AND BRIGHTON RAILWAY.—SHOREHAM BRANCH.
[Length of Line opened, 6 miles.]
Total returns for passengers for the week ending July 31st £170 7 11

LONDON AND BLACKWALL RAILWAY.
[Length of Line, 3 1/2 miles.]
Total receipts for passengers for the week ending July 19th £570 10 9

LONDON AND GREENWICH. [Length of Line, 3 1/2 miles.]
Week ending 23d July £1079 14s. 0d.
LONDON AND CROYDON. [Length of Line, 10 1/2 miles.]
Week ending 23d July £926 14s. 7d.

METEOROLOGICAL JOURNAL, 1840.

July Thermometer. Barometer. Wind. Direction. Rain. Prevailing wind, S.W.
On the 15th and following day generally clear; the 16th cloudy, with rain; the 19th, noon clear, otherwise cloudy—rain in the morning and evening; the 20th, morning clear, otherwise cloudy, with rain; the 21st generally clear, except the afternoon, when rain fell; the 22d, morning cloudy, with rain, otherwise clear.
Rain fallen 35.5 of an inch.

Edinburgh. CHARLES HENRY ADAMS.

THE FUNDS.—SATURDAY MORNING.

ENGLISH FUNDS.		NEW 3½ PER CENT. ANNUITIES, 1894	
Bank Stock, 179		Long Annuities, 132	
3 per Cent. Reduced, 92 3		India Bonds, 3 per Cent., par 2 pm.	
3 per Cent. Consols Annuities, 91 4		3 per Cent. Consols for Acct., 92 1½	
3 per Cent. Anns., 1818, 100		Exchequer Bills, 24½, 22 24 pm.	
3 per Cent. Reduced Anns., 100½ 100			
FOREIGN FUNDS.		SHARES.	
Brazilian Bonds, 5 per Cent., 79½		Manchester and Birmingham, 20½	
Columbian Bonds, 1824, 4 per Ct., 27½		North Midland, 92 90 1 90	
Cuba Bonds, 6 per Cent., 87		Ditto New, 35 4 3 4	
Portuguese Bonds, New, 5 per Ct., 35½		South-Eastern, 84	
Ditto 3 per Cent., 23½		Australasia Bank, 62½	
		Ditto New, 54	
		Birmingham, 29	
		British North American, 37½ 7	
		Commercial Bank of London, 100	
		Colonial, 37½	
		London and Westminster, 24½	
		National of Ireland, 18	
		Northamptonshire Union, 14	
		Union of London, 54½	
		Union of Australia, 94½	
		Ditto New Shares, 94½	

LATEST CURRENT PRICES OF METALS.
LONDON, JULY 24, 1840.

IRON, ENG.—Bar ton 0 0 0 to 8 0 0		COPPER—Foreign (dy. 37s.) 0 0 0	
Do. Carg. in Wales 7 0 0		Do. Brit.—Blocks... 4 2 0	
Hoops... 10 10 0		Do. Bars... 4 2 0	
Sheets... 11 5 0		Do. Straits... 0 0 to 3 16 0	
Pig, No. 1... 4 15 0		Tin Plates—i.c. (box) 1 10 to 1 12 0	
Do. in Wales... 4 0 0		i.x. do. 1 16 to 1 18 0	
Sweden, c. 4d. ton 12 5 0		(Others in proportion.)	
Russian com... 13 0 0		Lead, Brit.—Pig... 18 5 0	
Do. S.W. 14 0 0		Sheet... 19 0 0	
Do. C.C.N.D. 16 10 0		Shot... 21 0 0	
Do. Blistered, 25 0 0 to 45 0 0		Red... 21 0 0	
Cast do. 45 0 0 to 84 0 0		White (dry)... 27 0 0	
Do. 45 0 0 to 84 0 0		Do. (gd. in oil) 28 10 0	
Foreign—Sweden 4d. ton 18 0 0		Do. (gd. in oil) 28 10 0	
Do. 4d. ton 19 0 0		Foreign—Spain (dy. 40s.) 17 10 0	
Do. 4d. ton 19 0 0		Do. 0 0 to 21 15 0	
Copper, Brit.—Coke... 10 0 0		For delivery 0 0 to 21 5 0	
Do. 10 0 0		English Sheets... 33 0 0	
Do. 10 0 0		Quicksilver (dy. 1d. per lb.) 0 3 11	

REMARKS.—The metal market is without alteration this week, except in lead, which is somewhat firmer, and in demand.

NOTICES TO CORRESPONDENTS.

We have received Mr. Holmes's "Report on Steam Communication with India and the Red Sea," but at too late an hour to be noticed in our present Number. The subject is just now particularly interesting, and shall receive attention in our next.

GEOLOGICAL SPECULATIONS.—ORIGIN OF METALS.—We thank "R. W." The letter of Anthony Carlisle, under the above head, shall appear in our next, with comments.

MR. P. H. ARNOTT.—We cannot insert the letter of "M. E. R." although authenticated by his signature, without some corroborative evidence. The transaction adverted to in the letter "Inter Nos" of last week has not been lost sight of by us, and shall be fairly treated, as our correspondents rightly expect. We learn that in the Adelaide Gallery matter, an appeal from the decision of the Master of the Rolls has been made on the part of the ex-manager. It is too bad of "T. B." to attempt to be witty at the expense of "P. H. A." It is not because the latter gentleman is an official assignee to the Court of Bankruptcy that he wishes to bring all institutions with which he may be connected to a bankrupt state, although we believe in some instances, like others, he considers "the end (private interest) fully justifies the means employed."

POLYTECHNIC INSTITUTION.—We have paid this institution two or three visits during the past week, with the object of witnessing several working models of interest to the miner, which we purposed noticing in our present Number. We hope next week to find space for our notice, and in the interim, feel pleasure in directing attention to Hall's Hydraulic Belt, which is in operation at these rooms, and which will be found remarked upon in our columns of the present week.

"J. C. R." Hamburg.—Will our kind correspondent say by what means a parcel will reach him, with the specimens he requires.

We congratulate "O. M." on the result, which must be equally pleasing to others, who take an interest in his welfare. We recommend him, in his new office, to adopt a principle, which no interest can induce him to swerve from. To attend "ticketings," and set the example to others, by his own observance of that line of conduct which will ensure success throughout life. Let him be sure to practice as he preaches, and we will pass our word for the "bal" working well.

We wish we had a "Poet's Corner," were it alone to find place for the lines forwarded. The "lode" is of a kindly nature, and would set well on "tribute." We shall not easily "forget" the captain of the "bal," nor the "pair." We can only express our hope that the "pitch" will fully answer expectations.

We await a communication from our correspondent at Ecclefeild.

TO CORRESPONDENTS AND SUBSCRIBERS.

THE OFFICE OF THE MINING JOURNAL IS REMOVED FROM Gough-square to 37, New Broad-street, City, to which address all advertisements, communications, &c., must, in future, be directed.

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, JULY 25, 1840.

In our columns of to-day will be found notices of two inventions, which promise to be useful to the mining interest, and to which we would invite the especial attention of our readers. We refer to the patent of Mr. HALL for the hydraulic belt, which is employed in raising water, with a comparatively insignificant power to that required where pumps are employed, and the simplicity of which is one of its most prominent claims to notice. The expense in the first instance, and that attendant on its application, it will be seen, on reference to the article alluded to, is such as to render it, in the opinion of all practical men, unquestionably the most approved plan of working mines at a shallow depth; and, where power can be applied underground, as in the case of sinking winzes, and other operations of a like nature, where water has to be contended with, its utility will be readily admitted. The other patent which forms subject matter of notice is that of Mr. SMITH, for the manufacture of wire-rope, which appears likely to be employed very generally, Government having already adopted it for several purposes in the naval department. When we reflect upon the many accidents which have occurred from the breakage of ropes in coal-pits, and the too frequent occurrences which have appeared in our columns of the rope having been maliciously cut, that alone would, with us, weigh greatly in recommending the use of this material, had it no other claims on our attention—among which the very considerable difference in weight, being not more than one-third or one-fourth that of hemp—the size, in like manner, being equally reduced, form points for consideration.

We have, then, in these two patented inventions, desiderata which, we feel assured, will be welcomed by the miner; and here we would also note the Safety Fuse, although no longer possessing the claim to novelty, which we are most anxious to see in universal use, as not only calculated to ensure the object to which it is applied, but as being the means of saving life. It is much to be lamented that no institution—no refuge—is open to the disabled miner, whose life, as shown by the papers submitted to the "Polytechnic Institution of Cornwall," is reduced to a span less even than one-half of that apportioned to mankind generally, without

accident, but arising from the fatigue attendant on "climbing," and the confined atmosphere to which he is subjected during one-third of his time—but this is a subject deserving a more lengthened notice.

Several subjects press on our attention at the present moment, which, we regret, must stand over, in consequence of the correspondence received this week from Brazil and Mexico, which, with notices of new projects, occupy so much space, as to render it impracticable to do justice to any one particular subject.

It will be observed, by the tin ticketings which have taken place since our last notice, that "Charlestown" and "Polgoth Mines" have again sold to the amount of nearly 45000l.; this, with the sales effected by these mines since the arrangement entered into by the mining interest, gives 82000l. as the amount of black tin raised, and which sales have taken place in little more than a month—thus giving a total of nearly 100,000l. a-year, or one-third of the produce of the tin mines of Cornwall.

The influence which this must necessarily have on the tin trade is self-evident, but we trust the special meeting of the adventurers, summoned for the 29th inst., will remedy the evil. At the present moment the interest is divided, and whatever may be the efforts made by the one party to uphold prices, so as to be remunerative to the miner, it is clear that the continuance of the old system must defeat any measure, however beneficial it may be calculated as tending to advance the real mining interest, and as opposed to that combination which it has been our duty so oft to remark upon in no equivocal terms.

We are assured that the price of tin is looking up, and might be steadily maintained; but there must be no division—unity is strength—and this applied in the present instance will crush monopoly, and at once effect the desired end.

LATEST INTELLIGENCE.

TRADE, JULY 23.—Average standard, 1107. 16s.—Average produce, 7½.—Average price, 5l. 11s. 0d.—Quantity of ore, 3319 tons.—Quantity of fine copper, 250 tons 0 cwt.—Amount of money, 18,577l. 4s. 6d.—Average standard of last sale, 1087. 19s.—Produce, 8½.

PRICES OF SHARES IN LIVERPOOL.—Edinburgh and Glasgow Railway, 29l. 5s.; Eastern Counties, 14l. 7s. 6d.; Great Western, new, 47l.; North Midland, 90l. 10s.; North Union (late Preston and Wigan), 85l.; North and South Wales Bank, 6l. 5s.; Royal Bank of Liverpool, 770l.—Gore's Liverpool Advertiser.

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM APRIL 28 TO JULY 21, INCLUSIVE.	
LIABILITIES.	ASSETS.
Circulation... £16,951,000	Securities... £22,865,000
Deposits... 7,578,000	Bullion... 4,829,000
£24,529,000	£27,694,000

Downing-street, July 23.

EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending the 16th inst., was as follows:—Gold bars to Hamburg, 243 oz.; Silver coin to Belgium, 6629 oz.; Hamburg, 2500 oz.; Rotterdam, 32,000 oz.; Mogadore, 10,000 oz.

IMPORTANT TO JOINT-STOCK BANKS.

The defective state of the law, as applied to joint-stock banks—more particularly the law of partnership—as exhibited in a trial in Staffordshire the other day, in which the manager, who was also a shareholder, was prosecuted for a robbery of 7000l. and acquitted, on the plea that, being a partner in the bank, he could not commit a robbery on himself—has excited a considerable degree of interest among that body. The committee of deputies had an interview with the Chancellor of the Exchequer, to point out the evil and suggest a remedy, by the insertion of the following clause into the bill about to be renewed relating to joint-stock banks, similar to the law in Ireland:—"And be it further enacted, that if any person or persons, being a member or members of any partnership of bankers in Ireland, shall steal or embezzle any money, goods, effects, bills, notes, securities, or other property of or belonging to such society or copartnership; or shall commit any fraud, forgery, crime, or offence against or with intent to injure or defraud such society or copartnership, such member or members shall be liable to indictment, information, prosecution, or other proceeding, in the name of any one of the public officers nominated for the time, being of such society or copartnership, for every such fraud, forgery, crime, or offence; and may thereupon be lawfully convicted, as if such person or persons had not been, or was or were not a member or members of such society or copartnership; any law, usage, or custom to the contrary notwithstanding." The Chancellor of the Exchequer received the deputation in that frank and business-like manner which is characteristic of him, by admitting the evil, and expressing his desire to see it remedied; but as it embraced an alteration in the criminal law, it would be necessary for him to consult the law authorities of the crown before he could undertake to legislate upon it.

Last night, in the House of Commons, the CHANCELLOR of the EX-CHEQUER moved, "that it should be an instruction to the committee to give joint stock banking companies in England the power which they possessed in Ireland, of prosecuting any of their own members who might become defaulters."—Agreed to.

The bill then went through committee, and was ordered to be read a third time on Monday next.

HALL'S PATENT REEFING PADDLE-WHEEL.—We understand the directors of the Hull and London Steam Packet Company are about to adopt Mr. Samuel Hall's patent reefing paddle-wheel. The experiment is to be tried on board one of the finest steamers—the *William Darley*. Great interest is excited, both in the scientific and practical world, as to the result.

BANK OF FRANCE.—It appears by a return made of the transactions of the Bank of France for the year 1839, that the average of specie exceeded that of the circulation by 14,000,000 francs, and that a dividend was nevertheless made to the proprietors of 14 per cent. for that year. These facts are worth all the argument in the world on such a subject, and a more complete answer could not be put forth to the advocates of our paper system. It is much to be desired that some friendly hand would bring this document under the notice of the select committee of the House of Commons on banking affairs; the Palmers, Normans, Loyds, and all of that race, could not bear up for an instant against it.—Times.

INGENUOUS INVENTION.—A mechanic, residing at Grahamston, Falkirk, has been for a long period engaged in constructing a small vessel to be propelled by means of pressure pumps—the application of a principle quite new to the masters of the science. On Monday evening the boat was launched into the Forth and Clyde Canal, at Bainsford-bridge, and proceeded beautifully along the reach at a rate of not less than fifteen miles per hour, conducted alone by the inventor, who worked the pumps.

MARYPORT AND CARLISLE RAILWAY.—On Wednesday, the 15th inst., a portion of this line, which, when entirely completed, will, by its junction with the Newcastle and Carlisle line, form a direct railway communication between the Irish Sea and the German Ocean, was formally opened. About seven miles of the railway is now finished, extending from Maryport to the coal-pits at Arkleby and Oughterside, and this part of it is opened.

GAS FROM ANIMAL MATTER.—A series of experiments has been made upon this subject by Mr. Seguin, who found that by distilling the carcass of a horse, which weighed 685-41 pounds troy, he could obtain 4-907 gallons of inflammable gas, 30-41 lb. of sal ammoniac, and 42-2 lb. of animal charcoal or ivory black. It would appear, however, from a comparison with other experiments, that the amount of each product has been somewhat underrated.

NEW COMPANIES.

EAST INDIA STEAM NAVIGATION COMPANY.

(SECOND NOTICE.)

We last week directed attention to the prospectus of this company, and having received several communications, as also been able to arrive at much information with reference to the projected measure, we are induced again to note its objects, and the important results which may be contemplated from its being brought into successful operation, which, perfected, must ensure to the shareholder a profitable return for his investment. In thus noticing the several companies which are projected, our object is mainly to set forward the prominent points of the prospectus, leaving it to the public to decide for themselves on the desirability, or otherwise, of embarking their capital; but, in a case like the present, we feel that a far greater degree of importance is to be attached, from the advantages this association presents, as having immediate reference to British interests, in connection with our Indian possessions. It has already been proved, as observed by us in our last Number, that a steam communication with India, by way of the Red Sea, is practicable, and that, to insure regularity, it only requires the application of a sufficient capital, and the employment of efficient vessels for the service. The communication hitherto through the East India Company has been of comparatively insignificant value, being confined more immediately to the line between Suez and Bombay, from whence, to the eastern side of India, as is well known, great difficulty arises, even in the transmission of letters, the conveyance of passengers being not only expensive, but at times impracticable. As the East India Company purpose retaining in their own hands the presidency of Bombay, which, however, it would be highly desirable should be included in the general arrangement, it is proposed, in the first instance, to confine the objects of the company to the intercourse between Calcutta, Madras, Ceylon, and England, "in one unbroken chain," while the circumstance of the East India Company reserving to themselves the steam communication with Bombay, is at once the most satisfactory evidence of the contemplated advantages arising from a "steam fleet" between this country and India.

We have already noticed the subscriptions and applications on the part of those locally interested, for the immediate establishment of a steam communication between Suez and Calcutta, and we have reason to believe that the directors have already taken the necessary measures, which are not only calculated to be of benefit to the Indian interest, but from which early profits may be contemplated by the capitalist. The determination on the part of the directors to build seven vessels of a calibre equal to perform the service by the route of the Cape of Good Hope, in the event of any interruption to that through Egypt, is an assurance to those otherwise interested, than merely holding shares in the company, that the objects will be fully accomplished, and thus form another link to the chain of steam communication between England and distant climes. We may here recapitulate our statement of last week with reference to the outlay and returns, abstracted from the prospectus, in which it should be observed that no contribution for post-office service is included in the estimates, which, however, we think might be fairly added, as affording a considerable source of revenue, for there can be no question that a regular line of communication once established, Government would readily avail themselves of the facilities afforded by the company.

The outlay contemplated for building and fitting the seven steam-ships, with all incidental charges, in the full establishment of the company in active operation, is assumed at 600,000l., and to cover which the nominal capital is fixed at 800,000l.

The income calculated to arise from passengers is 261,000l., to which is to be added 24,000l. for freight of parcels, bullion, &c., thus making a gross income of... £305,000

From this there is to be deducted the annual charge of wages, coals, wear and tear, &c. 239,000

Thus leaving a net surplus of 11 per cent., or £66,000

We may further observe, that the sum of 600,000l. is considered on the best authority as amply sufficient for establishing a monthly communication between the several ports named, the time calculated for the performance of the route being, from

England to Alexandria	14 days.
" Ceylon	35 to 37 "
" Madras	38 to 40 "
" Calcutta	42 to 45 "

In closing our notice, we have only again to express our conviction that, with the highly-respectable direction which has been formed, comprising some of our first commercial men, and those conversant with operations of the nature, to carry out which this company is established, no question can arise as to its successful issue.

GENERAL SALVAGE COMPANY.

Capital £50,000, in 5000 shares of £10. Deposit £5.

We last week briefly noticed this company, the prospectus of which was before us, and admitting the advantages likely to arise to the community, as well as the shareholders, from its successful operation, we hesitated not to express our opinion that the capital was far too limited to render it so generally serviceable as we could wish, the objects in view being of a national character, and well worthy of the support of Government, if we may judge from the statements submitted by the projectors, that during a period of three years (the data being acquired from the books at Lloyd's), that no less than 1703 vessels were wrecked or missing; and, not to advert to the loss of life, the value of which could not be set down at less than 8,500,000l., or a loss annually of 2,800,000l.

These facts established, the immense field of operation which presents itself to a company, whose object, like that of the present, is to recover sunken property, is quite apparent, and it requires only the employment of an adequate capital, with the proper application of means, such as this company are said to possess, to render the project one of value and importance to the community at large, and, if beneficial to them, consequently remunerative to the shareholders.

We have had an opportunity of seeing the mode adopted by the company of "weighing" vessels, by means of caissons formed of casemates, with air-pipes communicating with the surface; as also iron vessels, which, being attached to the sunken vessel, are rendered buoyant by forcing, by means of an engine, air into the chambers of the vessel, which, on rising to the surface, brings with it the wreck to which it is lashed—one or more of such iron vessels, or caissons, being attached on either side. As a model it is ingenious, and appears well adapted to effect, on a large scale, all which the projectors contemplate. We are informed that an experiment has been made, which failed only in consequence of the chain giving way, not being of sufficient strength, or the material being impure. We think this should have been renewed, so one successful result, on a practical working scale, would at once ensure the confidence of the public. We should be glad to find the company advance in public estimation, but we think a larger capital indispensable; and we also consider, that the value and merits of the respective patents secured, should be demonstrated in a more public and satisfactory manner, than that afforded by the model apparatus.

THE WEST INDIA IMMIGRATION SOCIETY.

Capital £100,000, in 5000 shares of £20 each. Deposit £3 per share.

This company is formed upon the representations of those most interested in the West Indies, many of whose names are to be found in the direction, who are not only advocates, but supporters, of the measure, which has in view the promoting and encouraging emigration to the colonies, where it is represented that European and other artisans and labourers may be advantageously employed; while, at the same time, it offers to planters and others a facility in procuring the required aid of "free labour" upon terms more advantageous than can now be acquired, and thus in this respect alone forming an inducement to the planter and the mercantile interest to become interested in promoting the objects, and consequently the success of the company.

The mountainous parts of the climate are represented as being cool and salubrious, the thermometer throughout the year ranging from 60 to 75 deg.; where, as in many parts of the lowlands, every description of work can be performed without the employed being subjected to those extremes which have proved so injurious and fatal to the European constitution. In the parish of Trellawney, in Jamaica, a sugar estate has been entirely worked by German and English emigrants; and on this (Freeman's Hall), as also various other properties, those located in the district are represented as being in the enjoyment of every comfort of life, while Maltese and others have proceeded to Demerara, Grenada, and Tobago, with the view of obtaining employment on the estates in those departments.

It appears, from the prospectus, that it is intended to provide the emigrants with free passage, medical attendance, and rations to their several places of destination, where they will be employed on fair liberal wages; and the association, previous to the embarkation of the emigrants, have wisely resolved upon requiring the parties by whom they are to be employed to make proper arrangements for their reception on arrival.

The principal sources of profit to be derived by the company, will, in the first instance, arise from agency, as the company proposes superintending the embarkation of emigrants for the respective parties requiring their services, on being paid a stipulated sum for each emigrant selected. Many mercantile houses, it appears, having already received instructions from their correspondents to send out emigrants, this branch of the society's operations will, doubtless, prove lucrative to the shareholders.

As an evidence of the importance attached to emigration from this country,

We find that the island of Jamaica has, by an Act of the Legislature, voted the sum of \$5,000, per annum for three years in aid of emigration. Another branch of profit will be derivable from grants of land in the colonies, as it is contemplated that Government will give the company grants in proportion to the number of emigrants sent out, which lands may hereafter be disposed of or cultivated.

The direction, as we have already observed, is composed of gentlemen connected with the Colonies, and who, therefore, may be presumed to have a perfect knowledge of the advantages which may be contemplated by the shareholders.

AGRICULTURAL AND GENERAL LIFE ASSURANCE COMPANY.

Capital £250,000, in 10,000 shares of £25 each. Deposit £5.

The principle upon which the company is established, is that of affording complete security to the assured, and the adoption of such an economical system of life insurance as is consistent with a due regard to an efficient guarantee fund. One peculiar feature attached to the basis on which this company is formed, is that of determining the premiums of annual payment, without reference to any return to the policy holders, it being wisely observed, that it is exacting at the present moment the payment of a sum, which is found by experience to be unnecessary, inasmuch that it is returned at an after period. Among the several advantages set forth as associated with the undertaking, we find that no severance is to be made of the assurance fund, nor any dividend paid upon the capital stock, until a report, approved by the auditors, shall have been made of the debts, credits, and precise state of the institution, showing the estimated profit, a cautionary reserve to protect against casualties, and the sum applicable to meet the outstanding engagements to the trustees, who are vested with a veto against the payment of an excessive dividend. This is a wholesome regulation, and we are glad to find it thus defined; for, although it ought to be observed in every instance, we regret to say, that too many cases arise, in which dividends are made, merely with the object of supporting the company in public opinion, without any regard to its finances, or the surplus profits available for a dividend.

We may observe, in closing our notice of this company (for life assurance associations present but little novelty, as regards the basis on which they are formed), that the object which the directors have in view is that of interesting the agricultural population—a class vast in extent, but one which, perhaps, has less acquaintance with, or interest in, associations of this nature. It is unnecessary here to point out the advantages attendant on life insurance generally, and with reference to the agricultural interest particularly, we would direct attention to a pamphlet which we have glanced over. As regards the shareholders, we believe, that the investment in insurance companies, with an efficient management, have already proved, not only its security, but the ample returns which may be fairly calculated upon. It appears that a universal benefit society is contemplated, as an adjunct to the institution, the merits of which we have not space to enter into on the present occasion.

HALL'S HYDRAULIC BELT.

This invention is simple, consisting, as it does, of an endless woollen belt, passing over two rollers—the one being fixed at the top of the shaft, and the other at a slight depth below the surface of the water, in the sump. By giving motion to the upper roller, whereby the belt acquires a velocity of 600 to 1000 feet per minute, the gravity of the water is overcome, and raised to the required elevation in a uniform and continuous discharge from the physical properties inherent on the principles of capillary attraction and centrifugal force.

We are given to understand that the cost of the belt, with all the machinery necessary to work it, will not exceed one-third of the expense incurred in the erection of the common pump, while the power acquired is said to be greater—at the same time, that it is not subject to the casualties incidental to the ordinary pump.

The rapid motion of the belt occasions it to act as a powerful ventilator, and therefore possesses a further claim, to attention in connection with some of its applications, to which we may hereafter direct attention.

Having seen the belt in action at the Polytechnic Institution, where a 4-inch band is employed in raising water twenty feet high, with a copious discharge, we availed ourselves of the opportunity afforded us, by an invitation from Mr. Hall, the patentee, to inspect the belt in action, on a more extended scale, at Portman Market, where, accompanied by a scientific friend, we made our observations, and which we now present to our readers.

The mean depth of the shaft, or pit, from which the water is raised, is 134 feet, and the power employed is that of a steam engine, of 8-inch cylinder, with a 17-inch stroke, working at 22 lbs. on the inch; this being attached to the upper roller, as already described, works a band of 4½ inch width, travelling, as we were informed, at the rate of 1000 feet a minute, but which we did not prove, our attention being more immediately directed to the quantity of water raised in a given time. That our readers may follow us, we will at once proceed to describe the apparatus employed, and the measures we adopted to arrive at the result, which, however, in the course of the ensuing week, we purpose again testing; the conclusions at which we arrive not being in accordance with those previously obtained by other parties, possibly arising from circumstances which may be explained, and the trial in our case being made in the absence of the patentee.

As we have already observed, the motive power is attached to the upper roller, or drum, over which the belt runs, communicating with the lower roller, which is placed in the sump, or water pit, and thus forming an endless band. The rollers being in action, the belt travels, carrying with it a face or band of water, which, having reached the summit, discharges itself into a vat of the dimensions of 6 ft. by 7 ft. 10 in.—each inch in depth, with such surface, being estimated as containing 34½ gallons, the weight being determined by Mr. Doukin, by experiment, as 245½ lbs. During the experiment made, of four minutes, the quantity of water discharged into the vat was equal to 4½ inches—the last minute giving 1½ inch, the engine working fifty-six strokes per minute.

For the following description we are indebted to our friend, who is more conversant in these matters than we profess to be, and to whom we feel much indebted.

The last experiment occupied one minute of time, during which the wheel made fifty-six revolutions, the weight in the scale required to keep the lever from rising being 98 lbs.; consequently, the weight on the bearing would be 208 × 3 = 624, but the resistance at the periphery of the wheel would be but half that at the centre, or 252 = 147 lbs. pressure on the teeth of the wheel at the pitch line; and this, multiplied by the velocity of the wheel at the pitch line, will give the measure of the power expended, the circumference of the wheel being 6.357; therefore, 6.357 feet × 56 revolutions per minute × 147 lbs. pressure on teeth = 52,429 lbs. raised one foot per minute. The quantity of water raised was at the rate 392.12 lbs. per minute, and the height from the mean level of water in the well, during the experiment, to the under side of the shoot, was 134 feet; therefore, 392.12 × 134 = 52,544 lbs. raised one foot high per minute, and 52,479 : 52,544 :: 100 : 74. The dynamometrical apparatus, we consider to be not of the most perfect construction, however sufficient it may be to judge of results in a general manner.

From this description it will be seen that the quantity of water raised one foot high per minute was 392 lbs. weight, and which, compared with pump-work performed, will at once enable our readers to form their own judgment of the merits of the invention.

In looking at the invention, however, we have been induced rather to consider the facilities and advantages which it offers in the working of mines, more especially at shallow depths, than the power obtained. Satisfied as we are of its practicability, and, therefore, leaving the figures cited out of the question, we shall at once proceed to note those peculiar features which more immediately impressed themselves on us when viewing the belt in operation. In the first place, a man, horse, or steam-power may be applied—the cost is insignificant—the wear and tear a mere nothing—and its applicability, and the saving which may be effected by its use, is thus described by a party who has lately obtained the patent right, with the view of its being applied to some mines in Ireland.

A mine, which had been worked to a depth of some sixteen or eighteen fathoms, yielded rich ore, and presented those encouraging indications which were calculated to induce and warrant a further outlay of capital in prosecuting the workings to a lower depth; but to effect this, power was necessary—either manual labour or horse-power was sufficient, nor could water-power be obtained; hence the necessity of erecting a steam-engine, with the object of proving the mine at a further depth of ten or twenty fathoms. In the particular instance to which we allude, Mr. Weaver, the government engineer and geologist (although some say his name implied the occupation for which he was most fit), had determined and reported so accordingly, and, we believe his report is to be found in the Transactions of the Geological Society of London, that the ore would not "hold in depth," indeed, that after sinking eight or ten fathoms, the parties must expect that the lode would become barren and unproductive—such, however, happily, has not proved to be the case. Under these circumstances, it must be apparent that an economical mode of further proving the mine by sinking an additional lift of ten or twenty fathoms, was highly desirable; but to erect an engine merely adequate to obtain this result would be absurd, and consequently an outlay of full 3000*l.* was incurred in the erection of an engine, with the view of working the mine efficiently, although the depth at present attained is only seventeen or eighteen fathoms. It may be, and we trust such will be found to be the case, that the lode holds down in equal productiveness (a late sale having yielded upwards of 15*l.* per ton from Ardilly the property of the Keamare Mining Company), and hence the outlay will have been judiciously made; but we will assume for a moment that the appearance of the lode at a further depth of ten or twenty fathoms should not be of that character which would justify further outlay—What, then, is the

consequence? Why, the cost of erection of engine, boiler, buildings, &c., may be said to be in a great measure sacrificed; and thus, to arrive at a point like that described, an outlay so large has not only been made, but the expense of working an engine with fuel, at a heavy cost, has been a necessary attendant.

If, on the other hand, we adopt the hydraulic belt, we shall find that a cost of some 30*l.* or 40*l.* would have accomplished the desired object—a small power applied at surface would have enabled the adventurers to have put down their shaft to at least thirty fathoms, for we are assured that it has been applied to a depth of forty, its application at the Portman Market being twenty-two fathoms. Its importance, then, for shallow mines, and more especially in trying mineral ground, is self-evident; in elucidation of which we may remark, that a belt is now being worked in the neighbourhood of Manchester, with one man power, raising four to five gallons per minute, from a depth of 125 feet.

Much, however, as it appears to us, yet requires to be done ere the power which may be gained can be ascertained, and to this particular point we would direct the attention of the patentee. In the first place, we find that at the Polytechnic Institution the band is a single woollen web; at Portman Market it is a double band, with a material sewed between the two woollen belts. At present the belt used is four to five inches in width, and the speed 600 to 1000 feet per minute, which is assumed by Mr. Hall as the maximum, and the most desirable rate, 600 feet being said to be sufficient to create the adhesiveness of the water; and, on the other hand, a speed of 2000 feet destroys the power entirely.

At the Portman Market we were informed that an 18-inch belt was used, which raised, from 132 feet deep, 120 to 125 gallons per minute, the quantity now raised by a 4½-inch belt being about 30 gallons, which we believe, however, is under the quantity which may be raised under favourable circumstances.

The points, therefore, which we consider should be settled, and which can only be the result of experiment, are—1st, What the velocity at which the belt should travel; 2d, What its width and substance; 3d, To what depth can the power be applied economically; and 4th, What the comparative cost and power, as compared with pumps.

We have already carried our notice to a greater length than we intended, but, as a subject of importance to the miner, we hope next week to be able to give further information, of a more practical nature; in the mean while, we recommend to those, whether interested in mining affairs or otherwise, to visit the Polytechnic Institution, where the model, which is on a working scale, is exhibited, and which will well satisfy them for the time employed, as forming an interesting feature in that exhibition, and interesting not only to the miner, but to those who may regard it with reference to science.

WIRE ROPE FOR MINING PURPOSES.

Some years have elapsed since the introduction of the wire rope, to which, we believe, we first directed attention in this country. M. Albert, of Clausthal, having communicated to Dr. Karsten the result of experiments made, in 1834, by him in the mining district of the Upper Harz; the importance of which may be gathered from the fact, that the estimated quantity of new rope required annually is 35,500 feet. A patent, it appears, has been taken out in this country for the manufacture of wire rope, by Mr. Smith, of Poplar, and having had an opportunity of seeing the various descriptions of rope manufactured under the patent, we are induced to direct the attention of our readers to an invention which promises to be most useful, and, in many respects, invaluable.

The patent consists of improved methods of preventing oxidation, and combining wires in a manner so as to render them more flexible than any hemp rope of the same strength; and experiments having been made in her Majesty's Dock-yard at Woolwich, by order of the Lord Commissioners of the Admiralty, it is proved that a 2-inch patent wire rope bore half a ton more strain than a 7-inch hemp rope. With the object of introducing the wire rope for mining purposes, we may take, for instance, a hemp rope, 100 fathoms long, which we will assume as weighing 20 to 25 cwt., while a patent wire rope, of equal strength, is only one-third that weight, thereby making a considerable difference in the application of the two ropes, with reference to the power required, at the same time it is estimated a saving in cost of 30 per cent. is effected.

If that we take a 6-inch rope (hemp), we find it will bear a strain of 8 tons, its weight being about 9 lbs. per fathom. To obtain a wire rope capable of an equal tension or strain, it appears that one of 2-inch is adequate, the weight of which is only 2 lbs. 2 oz.

The importance and value to be attached to the wire rope is thus rendered manifest, as in our deep mines, of 250 to 300 fathoms, where we will, for argument sake, assume that a 9-inch rope is used, we shall find that the dry rope would in itself weigh nearly 6 cwt., while, by the application of the wire rope, the size of the rope is reduced two-thirds—one of 3-inch being of equal strength, the weight of which would be less than one-fourth of that of hemp, or say 1½ cwt.

A series of experiments will have been made this week, the results of which we hope to note in our next Number; in the interim, however, we may give those which have attended a trial made within the last few days, as to the comparative strength of iron, both as chain and rod, with that of wire rope, which are as follows:—

	Length.	Weight.			
	Feet.	Lbs.		Tons	cwt. qrs. lbs.
4-inch chain	14	30	—	4	9 0 0
4-inch rod-iron	14	10	—	4	4 2 12
3-inch wire rope	14	6	—	7	6 0 20

We cannot, on the present occasion, enter further into detail, but purpose returning to the subject next week, giving the paper, by M. Albert, referred to, which will be found in the accompanying Number of the *Mining Review*.

ORIGINAL CORRESPONDENCE.

GLANDORE SLATE QUARRIES—REPLY OF MR. DAVIS.

TO THE EDITOR OF THE MINING JOURNAL.
Sir,—I have only this moment seen a letter in your Journal of the 18th inst., signed "J. B. D." I hasten to assure you in the most unequivocal and unreserved manner, that I never had any connection, directly or indirectly, with Messrs. Pike, Green, and Rapallo, or either of them, for the working any slate in Ireland called the "Glandore," or any other quarry whatever—that I never had such a connection even in contemplation—that were such a proposition made to me (which I deny) I would decline it—and that I am not aware of any shipments having been received in London.

Had "J. B. D." contented himself with following the example of other anonymous correspondents, and confined himself to hypothetical statements, I would have left him unnoticed; but I now charge him with having uttered specific and mendacious (and, I fear, wilful and malicious) misrepresentations, without one atom of truth, and, if he will step forth from his initial concealment (which I suspect is fictitious)—if he will manfully avow himself, as an honest man ought to do, and place himself or his name in a tangible form, I will designate his fabrication in less equivocal, but more expressive, terms than I now use. With your wonted candour and manliness, you, Sir, were pleased to insert the notice to correspondents in your Journal of the 11th inst., and in the same spirit, in your last Number, to express your incredulity that such a coalition could be formed as stated by "J. B. D."—as you justly observe, it would "seem a miracle." For no individual in existence do I entertain so great a distrust as for the individual first named by "J. B. D." which must for ever preclude the possibility of any connection, no matter how advantageous to me. With the other two gentlemen I have no relation in business or otherwise.

From this one assertion of "J. B. D." you may estimate the value to be attached to his statements; his malevolent and latent attack is truly *telum in hostem sine ictu*; but the anonymous attempt only shows that "I need an accuser, though I don't want an enemy."

I am, Sir, your obedient servant,

73, Gracechurch-street, July 20.

J. DAVIS.

N.B.—That no question may arise, or it should be supposed that I would resort to any quibble, with reference to the statement of your correspondent, I beg to state that, although the name of Mr. Joseph Pike only is mentioned, the denial on my part equally applies to any other gentleman bearing that name.

[The letter of our correspondent is written in terms so very plain—such, indeed, as cannot be misunderstood—that we have only to express our regret that "J. B. D." whose communication appeared in our last, should not have satisfied himself of the correctness of the information he had acquired, before he transmitted his letter for insertion. We have, during the week, instituted some inquiries on the subject, and find that we were wrong in the assumption that Joseph Pike was the Pike referred to, which appears not to be the case. The following is the substance of the information conveyed to us:—The Glandore Slate Quarries, it appears, are the identical quarries with which Mr. Jacob, of West Cork, notoriety, and others were connected some years since, and into which Mr. Solari, one of the directors of the West Cork Company, was induced, by one or other of the Pikes and Lawyer Green, to invest his money. Subsequently, Mr. Rapallo was seduced, or induced, to become a party interested; and there is a move going forward at this mo-

ment, in which Thomas Pike, as we learn, and not Joseph Pike (for the two brothers, it appears, are at "daggers drawn"), Lawyer Green, and others of the clique, are concerned, and who, as we are told, had it in contemplation to form a second Talane concern, by the formation of a public company, to which Mr. John Davis and Mr. Baker were to be invited to participate in all the advantages, present and prospective, which might be calculated upon from a well drawn prospectus and estimates. That something of the kind is on foot we think is pretty clear, if we refer to the pages of the *Mechanics' Magazine* of last week, in which the merits of the Glandore slate is lauded to the skies, and is recommended to be applied to stairs, doors, flooring, windows, and we know not what—as a fire preventive, it being duly imbedded with the cement of the Fire Preventive Company, and thus rendering Mr. Biddeley's occupation, or office, a mere and empty nothing. We shall narrowly watch the progress of the parties, and shall, in case of need, forewarn the public. In the present instance, in associating the name of Mr. Davis with Joseph Pike, we regret we should have done him so much injustice, but we must observe, with reference to this gentleman, it is hardly sufficient that he should repudiate Joseph Pike; the clan is of a dubious character, and that old adage, of "birds of a feather flock together," is too oft applied—occasionally, we admit, without reason.]

ON THE TIN TRADE, AND THE LATE MEASURES ADOPTED IN THE COUNTY OF CORNWALL.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—On reading the letter of "Cornubiensis," in your last Number, I was particularly struck with the "tone and temper" of the first paragraph, and had made up my mind to reply, when I saw your note appended thereto, and found that, on its main points, you had already answered it. I should, therefore, have left it in your hands, convinced, from your perfect knowledge of the subject, and the warm interest you take in Cornish matters, that any thing I could write would be unnecessary; but, on reading it again (and this is my reason for writing), I could not help exclaiming, "*Latet anguis in herba*." I trust I may be mistaken—I do not mean to call "Cornubiensis" a "snake in the grass," but I mean to say that he writes more like an enemy than a friend.

At best he knows nothing of his subject—and ignorance, in this case, is no excuse for error, inasmuch as mystery of every kind has been removed, and the elaborate humbug of years has been dissipated at a blow. The transactions between the miners and their agents are open and intelligible—so clear, that the light appears to have blinded "Cornubiensis," and those (if there really be any) who think with him, that the two houses in question have made so excellent a bargain. Any member of the committee would have informed him that the terms of the transaction are such that the miners know exactly the footing on which they stand. They know their agents have, at a very moderate commission, taken the risk of bad debts upon themselves, and have engaged to smelt for them on the best possible terms. They know these houses have no motive for lowering the value of their produce, and no interest of their own to serve in jerking the market up or down. As to the profit they may make from the commission, I will venture to assert that not one of the mining body will complain on that score, since they must effect sales before they can charge it.

I protest against the dogma laid down by your correspondent, that because Mr. Taylor may hesitate (which I trust is not the case) to come into this measure, therefore the tinners "must doubt the ability of the contracting parties to carry out the agreement."

Should the adventurers in Charlestown refuse to join in the measure, and it fail, we know where the fault will lie, but whether it fail or succeed, the miners of this county are as well able to judge for themselves, as Mr. Taylor, or any other gentleman, can judge for them.

With respect to Wheel Vor, Mr. Editor, you are perfectly correct. The adventurers in that mine sell through the two houses in question, and make common cause with their brother sufferers. That cause will be triumphant if we continue firm, and allow no "weak inventions of the enemy" to deter us from our great purpose. All we ask is to be allowed to do what we will with our own. Let us not be victimised—let us have no artificial depressions to suit particular purposes—let prices be regulated according to the well understood principles of trade, by demand and supply—give us fair play, and we soon will find employment for the labourer, and remuneration for the capitalist.

I am, Sir, your obedient servant,

ONE OF THE COMMITTEE.

[The letter of our correspondent is just such as we should expect from a miner, who has felt the evils which existed, and whose sentiments and opinions, we are glad to find, so nearly accord with our own. The thanks of the mining community are especially due to the two houses in question, and we are satisfied, that it is the desire of the miner, and the mine adventurer, that they should derive a fair remuneration; at present, we think the chance is decidedly in favour of the miner. In the end, it will ever be found, that reciprocal feeling and interest is the only safeguard.]

ON THE COST OF ANTHRACITE IN THE MANUFACTURE OF IRON.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—In one of your late Journals is a letter from a correspondent, containing some information relative to the Anthracite Iron and Steel Company, and quoting 2*s.* 8*d.* as the reported expense of the fuel to the top of the furnaces. Permit me to say, Sir, that there must be some error in this statement, as every one who is acquainted with the neighbourhood must be well aware that anthracite cannot be delivered to the furnace tops, or to any other situation, however near it may be to the collieries, at such a sum; and, as a practical man, I beg most decidedly to state my opinion, that double that amount will be much nearer the real cost of the coal. The abovenamed company have, I think, fair prospects of success, but their real interests can never be consulted by putting in their hands such estimates as the above 2*s.* 8*d.* forms a part of.

I am, Sir, your's, &c.,

Swansea, July 20.

A COLLIER.

[On referring to the letter, we find that the authority quoted is that of Messrs. Manby Brothers (engineers), who must be considered answerable for the correctness, or otherwise, of the representations made, and who will, doubtless, feel themselves called upon to answer "A Collier." We know that anthracite can be raised at less than 2*s.* 8*d.* per ton, but we do not presume to say it can be supplied at that price at iron works; in fact, we believe the cost will be found to be nearer double that quoted by Messrs. Manby.]

BRITISH AND AUSTRALASIAN BANK.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I have just observed, in your paper of the 18th inst., a statement reflecting most unjustly upon this bank; and, feeling confident it must have been written under an erroneous impression, I send herewith a copy of the advertisement alluded to. A perusal of the said advertisement will at once manifest to you that the agents therein mentioned were not in any way authorised to draw on this bank, but were merely to receive and transmit to this office applications for shares, or regarding business.

If the Chatham Bank, or Mr. Gough, has made any default or misrepresentation, the said bank, or Mr. Gough, should have been complained of; but it is most unjust that you, or any other party, should reflect upon a London banking establishment, because it refused to pay the drafts of a correspondent whose account was overdrawn.

In conclusion, I beg to assert, in the most positive manner, that neither Mr. Gough, nor any other person or persons in the United Kingdom, has, or have ever, been authorised to draw upon this bank, unless against cash or bills deposited by him or them respectively, and not further, or otherwise.

I am, Sir, your most obedient servant,

FRED. BOUCHER, Managing Director.

55, Moorgate-street, London, July 20.

[We most readily give insertion to Mr. Boucher's letter. That gentlemen will, we feel assured, give us credit at all times for the observance of a line of conduct, which would preclude the insertion of any statement "reflecting most unjustly" on the British and Australasian Bank, or any other association, while our comments are ever made without favour or affection. The prospectus transmitted to us, does not in the slightest degree alter the opinion we expressed last week, for the paragraph to which Mr. Boucher directs our especial attention, is in the following words:—"The remaining shares will be issued at a premium, until further notice, of one pound ten shillings per share, and applications for the same, or regarding business, may be made personally, or by letter post paid to—" Here a series of names of firms follow, closing with, "or to Frederick Boucher, managing director, 55, Moorgate-street, London." Thus, as we before said, identifying the parties named as agents, to whom applications were to be made personally or by letter, "regarding business." That there should be "no mistake" as to the impression intended to be conveyed to the public, we find the following paragraph:—"Agents will be appointed for other towns and places in

SALE OF COPPER ORES AT SWANSEA

Copper ores for sale July 29.—Cobles 96, ditto 66, ditto 71, ditto 70, ditto 90, ditto 77, ditto 33, ditto 36—Kneeshawson 120, ditto 123, ditto 162, ditto 6—Chili 10, ditto 22, ditto 30, ditto 32, ditto 3, ditto 35—Valparaiso 40, ditto 34, ditto 34, ditto 32, ditto 30—Ailiken 11, ditto 10, ditto 30—Nascondo 102, ditto 16, ditto 22—Llanos 70, ditto 40, ditto 33—Lachena 30, ditto 30, ditto 31—Leyre 20—Cuba 24, ditto 3—Tigr 30—Tigr 30—Cuba 18, ditto 4—Lima 100—Buenos 12—Simora 20—San 12—Madrid 7—San 18—Tigr 2022 2000

JOINT STOCK BANKS

JOINT STOCK BANK

JOINT STOCK BANK

Value of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount paid.	Price.	Per Cent.	Per Cent.
25,000	Agrie. & Com. of Irel.	25	10	..	..	..
10,000	Australasia	40	40	625	8	Jan.
5,000	Ditto (New)	40	40	268	..	..
1,500,000	Bank of Scotland ..	100	85	78	6	Oct. Mar.
10,000	Birmingham Bank ..	50	16	224	10	Dec. July
500,000	British India Co.	50	10	..	..	..
20,000	British North Amer. ..	50	40	37	8	July
100,000	Commercial Engli.	5	5	54	7	..
..	Commercial London ..	100	100	100	..	..
20,000	Colonial	100	25	38	7	Jan.
5,000	Devon and Cornwall ..	100	25	45	8	..
3,000	Equitable Loan Co. ....	..	..	9	10	..
10,000	Gloucestershire	50	10	30	10	Feb. Aug.
6,000	Hampshire	100	15	114	7	..
10,000	Hants. & Dorset	100	25	21	4	..
4,000	Ionian State	25	5	8	..	..
30,000	London & Westmins.	100	20	244	6	Mar. Aug.
3,000	Lancaster	100	20	..	18	Aug.
25,000	Liverpool	100	128	212	10	July
60,000	London Joint Stock Co.	50	10	18	5	July
40,000	London & City	50	10	9	5	Mar.
50,000	Manch. & Liver. Dis.	100	15	114	7	..
25,000	Manchest.	100	25	114	7	Oct. Aug.
25,000	Monm. & Glam.	20	10	16	10	Oct. July
21,500	Northamp. Union	25	5	14	6	..
20,000	North & South Wales ..	25	5	10	10	..
20,000	Natl. Bank of Ireland ..	50	174	18	5	Aug. Jan.
10,000	Nat. Prov. Engl.	100	35	38	6	..
10,000	Ditto Ditto New	20	10	11	5	..
10,000	Nor.&Cent. B. of Eng.	10	10	5	..	Dec.
10,000	Nor. & W. W.	25	10	10	10	..
20,000	Prov. Bk. of Ireland ..	100	25	45	8	July
4,000	Ditto New	10	10	18	8	..
60,000	Union B. of London ..	50	5	84	8	..
10,000	Union of Australia ..	25	20	84	100	July
20,000	W. of Eng. & S. W. Dis	20	124	124	5	..
20,000	Wills and Dorset	15	84	84	6	..
GAS LIGHT AND COKE COMPANIES						
0,000	Alliance	10	5	..	7	..
2,500	Bath	10	16	22	10	Sept.
600	Bradford	25	25	..	10	May
5,000	British	18	18	184	11	Nov.
5,000	D. of Provincial	20	19	25	11	Nov.
928	Birmingham	774	774	96	14	Sept.
2,400	Birm. & Staffordshire ..	50	80	774	4	Sept.
4,250	Bradford	50	50	18	4	April
4,250	Bristol	50	50	18	4	April
4,250	Brighton	20	20	11	34	Sept.
2,471	Brighton, General	20	20	94	44	Nov.
363	Carlisle	25	..	..	..	..

GAS LIGHT AND COKE COMPANIES

100 Alliance	10	5	7	
2,500 Bath	20	16	22	1 Sept.
400 Bradford	25	25		10
5,000 British	40	18	184	1 May
2,000 Do. Provincial	20	19	25	14 Nov.
500 Do. ...	77	77	96	54 July
400 Birm. & Staffordshire	50	50	774	4 April
600 Brentford	50	50	18	2 Feb.
4,250 Bristol	20	20	36	2 Feb.
2,250 Brighton	20	20	11	34 Sept.
4,471 Brighton, General	20	20	94	44 Nov.
363 Carlisle	25			
4,000 Continental Consolidat.	50	624	110	64 July
200 Do. ...	50	50	55	10
240 Canterbury	50	50	53	7 Jan.
700 Chelmsford	50	50	42	4 Dec.
300 Cheltenham	50	50	75	8 Oct.
100 City of London	100	100	196	10 Sept.
100 Do. New	100	75	120	10 Dec.
500 Coventry	25	25	24	20
200 Derby	50	50		
100 Dover	50	50		
600 Dudley	20	20	17	8
300 Edinburgh Coal Gas	25	25		
240 Exeter	50	50		
1000 Equitable	50	50	20	3 Aug.
1000 European	20	15	11	6 June
450 Glasgow	25	25	54	10
1000 Greenwich Railw. Gas	50	1		
1000 Imperial	50	50	56	5
600 Do. Bonds	100	100		
200 Ipswich	25	10		
800 Isle of Thanet	25	20	18	5 Oct.
350 Independent	30	30	50	6 Aug.
240 Leicester	50	50		
750 Leith Coal Gas	20	20		
500 Liverpool	2424	242	370	17
Do. N. Gas and Coke	100	100	97	
Do. (New Do.)	50	50		
200 Maidstone	50	50	100	10 Feb.
1000 Phoenix	50	39	32	4 June
579 Portsea	53			
304 Poplar	50	50		
1000 Ratcliff	100	80	63	5 Sept.
490 Rochdale	15			
Reich. N. Gas and Coke	25	15	18	
300 South Metropolitan	50	22	13	1 July
600 Sheffield	164			
100 Shrewsbury	10			
120 Swansea	50	50		
1000 United General	50	47	35	5 Oct.
240 Warwick	50	50	30	5 Jan.
490 Walsley	25	25	224	14 Jan.
200 Wakefield	50	50	229	8 Oct.
400 Westminster	50	50	224	8 Dec.
1000 Ditto New	50	10	11	12 Dec.
200 Worthing	50	50		
800 Yarmouth	50	50		8 Aug.

GAS LIGHT AND COKE COMPANIES

100 Alliance	10	5	7	
2,500 Bath	20	16	22	1 Sept.
400 Bradford	25	25		10
5,000 British	40	18	184	1 May
2,000 Do. Provincial	20	19	25	14 Nov.
500 Do. ...	77	77	96	54 July
400 Birm. & Staffordshire	50	50	774	4 April
600 Brentford	50	50	18	2 Feb.
4,250 Bristol	20	20	36	2 Feb.
2,250 Brighton	20	20	11	34 Sept.
4,471 Brighton, General	20	20	94	44 Nov.
363 Carlisle	25			
4,000 Continental Consolidat.	50	624	110	64 July
200 Do. ...	50	50	55	10
240 Canterbury	50	50	53	7 Jan.
700 Chelmsford	50	50	42	4 Dec.
300 Cheltenham	50	50	75	8 Oct.
100 City of London	100	100	196	10 Sept.
100 Do. New	100	75	120	10 Dec.
500 Coventry	25	25	24	20
200 Derby	50	50		
100 Dover	50	50		
600 Dudley	20	20	17	8
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1000 Greenwich Railw. Gas	50	1		
1000 Imperial	50	50	56	5
600 Do. Bonds	100	100		
200 Ipswich	25	10		
800 Isle of Thanet	25	20	18	5 Oct.
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240 Leicester	50	50		
750 Leith Coal Gas	20	20		
500 Liverpool	2424	242	370	17
Do. N. Gas and Coke	100	100	97	
Do. (New Do.)	50	50		
200 Maidstone	50	50	100	10 Feb.
1000 Phoenix	50	39	32	4 June
579 Portsea	53			
304 Poplar	50	50		
1000 Ratcliff	100	80	63	5 Sept.
490 Rochdale	15			
Reich. N. Gas and Coke	25	15	18	
300 South Metropolitan	50	22	13	1 July
600 Sheffield	164			
100 Shrewsbury	10			
120 Swansea	50	50		
1000 United General	50	47	35	5 Oct.
240 Warwick	50	50	30	5 Jan.
490 Walsley	25	25	224	14 Jan.
200 Wakefield	50	50	229	8 Oct.
400 Westminster	50	50	224	8 Dec.
1000 Ditto New	50	10	11	12 Dec.
200 Worthing	50	50		
800 Yarmouth	50	50		8 Aug.

GAS LIGHT AND COKE COMPANIES

DOCKS.					
1,365 Commercial	100	100	66	3	Jan
East and West India	100	100	100	5	Jan.
Stock	100	100	103	5	Jan.
1,038 East Country	100	100	100	10	Dec.
3,101 £s. 10 London. Stk	100	100	68 1/2	4	Dec.
Ditto Bonds	100	100	100	4	Nov.
2,249 Bristol	147 1/2	147 1/2	74	3	Oct.
Ditto Notes	100	100	108	5	Nov.
3,501 £s. 10 London. Stk	50	50	50	5	Nov.
Ditto Bonds	100	100	100	5	Nov.
1,000 Grand Collier Docks	50	1	1	5	Jan.
2,752 St. Katharine. Stock	100	100	101	5	Jan.
1,000 Ditto Bonds	100	100	100	4 1/2	Oct.

GAS LIGHT AND COKE COMPANIES

DOCKS.					
1,365 Commercial	100	100	66	3	Jan
East and West India	100	100	100	5	Jan.
Stock	100	100	103	5	Jan.
1,038 East Country	100	100	100	10	Dec.
3,101 £s. 10 London. Stk	100	100	68 1/2	4	Dec.
Ditto Bonds	100	100	100	4	Nov.
2,249 Bristol	147 1/2	147 1/2	74	3	Oct.
Ditto Notes	100	100	108	5	Nov.
3,501 £s. 10 London. Stk	50	50	50	5	Nov.
Ditto Bonds	100	100	100	5	Nov.
1,000 Grand Collier Docks	50	1	1	5	Jan.
2,752 St. Katharine. Stock	100	100	101	5	Jan.
1,000 Ditto Bonds	100	100	100	4 1/2	Oct.

GAS LIGHT AND COKE COMPANIES

DOCKS.					
1,365 Commercial	100	100	66	3	Jan
East and West India	100	100	100	5	Jan.
Stock	100	100	103	5	Jan.
1,038 East Country	100	100	100	10	Dec.
3,101 £s. 10 London. Stk	100	100	68 1/2	4	Dec.
Ditto Bonds	100	100	100	4	Nov.
2,249 Bristol	147 1/2	147 1/2	74	3	Oct.
Ditto Notes	100	100	108	5	Nov.
3,501 £s. 10 London. Stk	50	50	50	5	Nov.
Ditto Bonds	100	100	100	5	Nov.
1,000 Grand Collier Docks	50	1	1	5	Jan.
2,752 St. Katharine. Stock	100	100	101	5	Jan.
1,000 Ditto Bonds	100	100	100	4 1/2	Oct.

GAS LIGHT AND COKE COMPANIES

DOCKS.					
1,365 Commercial	100	100	66	3	Jan
East and West India	100	100	100	5	Jan.
Stock	100	100	103	5	Jan.
1,038 East Country	100	100	100	10	Dec.
3,101 £s. 10 London. Stk	100	100	68 1/2	4	Dec.
Ditto Bonds	100	100	100	4	Nov.
2,249 Bristol	147 1/2	147 1/2	74	3	Oct.
Ditto Notes	100	100	108	5	Nov.
3,501 £s. 10 London. Stk	50	50	50	5	Nov.
Ditto Bonds	100	100	100	5	Nov.
1,000 Grand Collier Docks	50	1	1	5	Jan.
2,752 St. Katharine. Stock	100	100	101	5	Jan.
1,000 Ditto Bonds	100	100	100	4 1/2	Oct.

GAS LIGHT AND COKE COMPANIES

DOCKS.					
1,365 Commercial	100	100	66	3	Jan
East and West India	100	100	100	5	Jan.
Stock	100	100	103	5	Jan.
1,038 East Country	100	100	100	10	Dec.
3,101 £s. 10 London. Stk	100	100	68 1/2	4	Dec.
Ditto Bonds	100	100	100	4	Nov.
2,249 Bristol	147 1/2	147 1/2	74	3	Oct.
Ditto Notes	100	100	108	5	Nov.
3,501 £s. 10 London. Stk	50	50	50	5	Nov.
Ditto Bonds	100	100	100	5	Nov.
1,000 Grand Collier Docks	50	1	1	5	Jan.
2,752 St. Katharine. Stock	100	100	101	5	Jan.
1,000 Ditto Bonds	100	100	100	4 1/2	Oct.

GAS LIGHT AND COKE COMPANIES

DOCKS.					
1,365 Commercial	100	100	66	3	Jan
East and West India					
Stock	100	100	103	5	Jan.
9,038 East Country	100	100	10		
2,310,165.10 London. Stk			684	3	Dec.
Ditto Bonds			106	4	—
2,289 Bristol	147	147	74	3	Oct.
Ditto Notes			108	5	Nov.
3,502 London & Glasgow	50	50	—		
Ditto Bonds			5	—	
1,000 Grand Collier Docks	50	1	—		
2,752 St. Katharine. Stock	100	100	101	5	Jan.
Ditto Bonds			100	44	Oct.

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